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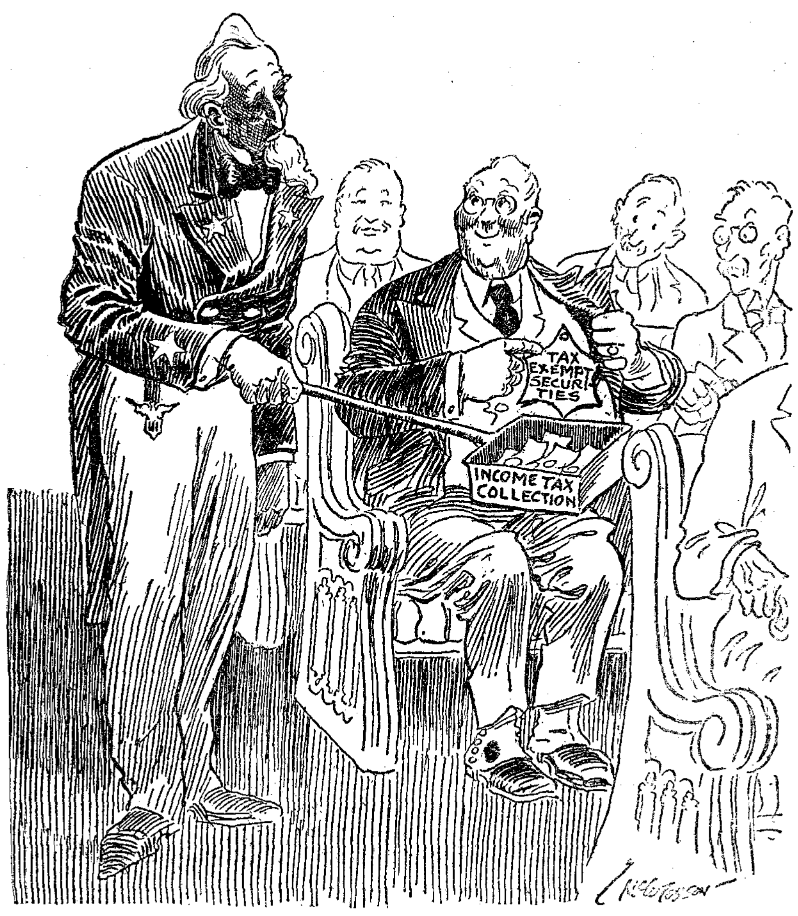
TOPICS - OF - THE - DAY

(This title registered in U. S. Patent Office)

WILL CUTTING THE RICH MAN'S TAXES HELP THE POOR?

THE BEST WAY TO EASE THE LOAD of Federal taxes that galls the shoulders of the man of small means, argues the Secretary of the Treasury, is to reduce the surtaxes of the rich. Paradoxical tho this sounds, Mr. Mellon supports his contention with arguments which command the respectful attention of the press. These arguments, briefly stated, are that the present surtaxes, which run as high as 40 per cent., keep capital out of productive industry, and so raise the cost of the things which the man-in-the-street must buy; and that at the same time they drive this capital, at the rate of a billion dollars a year, into tax-exempt securities, and so increase the share of Uncle Sam's necessary running expenses, which must be made up by the man of small income. It is this theory that chiefly differentiates the so-called Mellon plan, defeated last spring, from the Simmons - Longworth bill, which was enacted into law by the Sixty-eighth Congress and signed by the President, altho he disapproved of many of its provisions. This tax law, the rates of which we shall pay next year unless the present session of Congress takes unexpected action, has a normal rate ranging from 2 to 6 per cent., with surtaxes running as high as 40 per cent. Under its terms the payments made on incomes of $8,000 and less will average about half what they were this year, while the payment on incomes of $100,000 and more will be higher.



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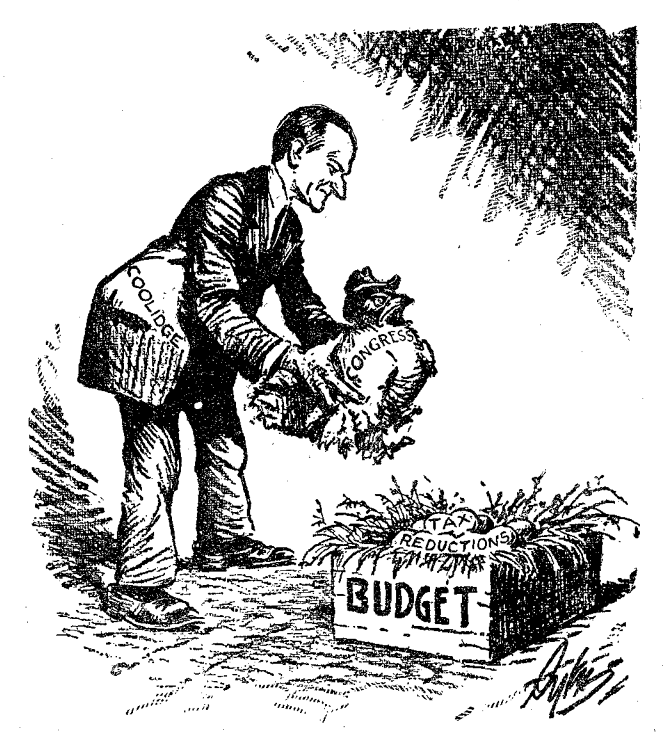
IT WILL BE AWKWARD WHEN ALL HIS CONGREGATION GET THOSE EXEMPTION STARS

—McCutcheon in the Chicago *Tribune*.

In this connection it is interesting to note that in 1921, the latest year for which the figures are available, 5,753,821 persons in the United States paid taxes on incomes of $5,000 or less, and that these payments amounted to 67.50 per cent. of the total income tax, while only 11,169 persons paid on incomes of $100,000 or more, and these payments amounted to only 2.37 per cent. of the total.

Hence Mr. Mellon's plea for the reduction of surtaxes has an intriguing interest for the average citizen as well as for the man of wealth, particularly as the Administration seems to regard the vote of nearly 15,000,000, by which President Coolidge was reelected as virtually a mandate for the Mellon plan. In the last session before the election, it will be recalled, the two chief issues on which the President fought Congress unsuccessfully were the soldiers' bonus and the Mellon plan. Many papers, including the Democratic Philadelphia *Record*, remark that Mr. Mellon is entirely justified in regarding the election as an indorsement of his scheme of tax-reduction. Moreover, adds *The Record*, "he is warranted in pointing to the fact that the last two Democratic Secretaries of the Treasury took the same view of the higher surtaxes that he does." Representative Garner, of Texas, who led the fight against the Mellon plan last spring, is quoted by a Washington correspondent of the Democratic New York *World* as saying: "I am willing to cooperate with the Secretary of the Treasury at any time for the purpose of reducing taxes. However, I will probably have some suggestion to make concerning the character of the bill." And the Democratic Brooklyn *Citizen*, while declaring that in the new Congress "the Democratic minority will undoubtedly aid Secretary Mellon in his desire to keep expenditures within bounds and to reduce taxes," adds significantly: "But the Democratic minority has its views on the subject."

While correspondents and observers generally agree that there



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"GO TO IT!"

—Sykes in the Philadelphia *Public Ledger.*

is little prospect of tax legislation during the present three months final session of the Sixty-eighth Congress, they are confident that a new tax-bill will be enacted by the newly elected Congress, and Senator Reed Smoot, chairman of the Committee on Finance, predicts that a special session for tax legislation will probably be called about September 1, 1925.

Seven specific recommendations stand out in the Administration's tax program as outlined by Secretary Mellon in his annual report. These are summarized as follows by H. F. Essary in the Baltimore *Sun:*

"1. A maximum surtax of 25 per cent. on incomes above $100,000.

"2. A normal tax of 6 per cent., making the total tax on larger incomes not more than 31 per cent.

"3. Sharp revision downward of the estate tax to remove what amounts to confiscation of assets passing at death.

"4. Complete overhauling of the gift tax or its outright repeal, if a workable levy can not be revised.

"5. Repeal of the publicity section of the tax law.

"6. Outlawing, by constitutional amendment, of all tax-exempt securities.

"7. Adjustment of income-tax rates, so tax-exemption as a means of tax avoidance may be lessened."

With a warning to Congress that "the importance of getting our taxing system on a sound basis is not a subject which, with safety for our future, can be long postponed," Secretary Mellon reiterates the same economic views which caused such bitter political battles last spring. Declaring that "there lie before us, if we approach them with intelligence, years of prosperous and healthy conditions such as succeeded the election of 1896," he goes on to present his program for an intelligent approach. Foremost on this program comes tax-reform, the revenue act of 1924 being regarded by him as merely a temporary relief measure. On this subject of taxation he says in part:

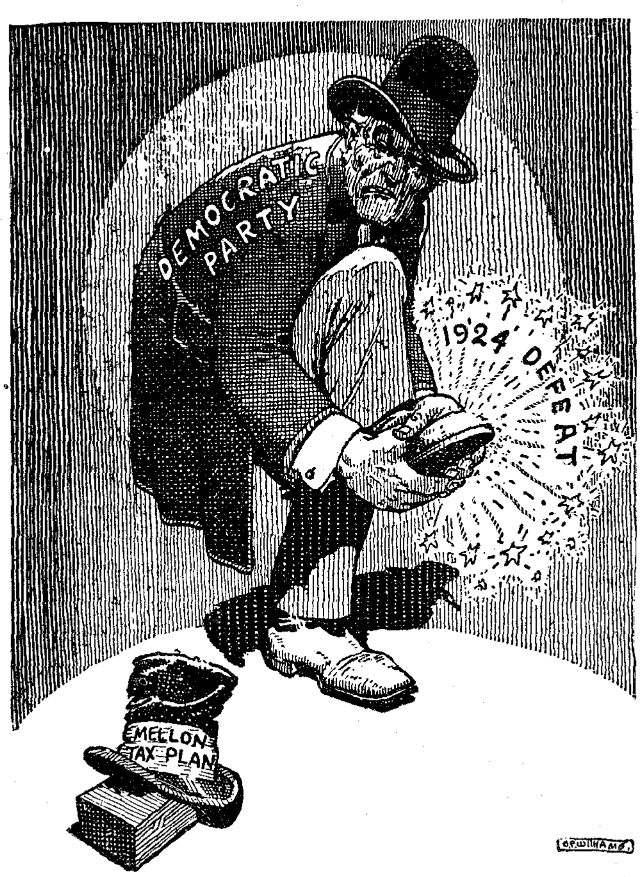
"The problem before us is not so much one of tax-reduction as of tax-reform. The attention of the Congress should be directed principally to the excessive surtax rates and the confiscatory estate tax rates. The gift-tax is unworkable and unduly hampers legitimate business. The publicity provision in the revenue law, in my opinion, is a mistake of policy and will be detrimental to the revenue. The power to tax has been well called the power to destroy. But the continued existence, not the destruction, of its source of revenue is the object of the Treasury. . . . The argument is made that the wealthy should bear substantially the whole burden. It is quite obvious that we could not collect solely from those having incomes in excess of $300,000 a year the $861,000,000 of personal income-tax which we received from all classes in 1922, because the total income of the $300,000 class, reported for taxation, was but $365,000,000, and even a 100 per cent. tax would be ineffective to produce the revenue required. The income is not there. We must also tax smaller incomes if the Government's requirements are to be met.

"If we attempt to levy taxes inherently too high, those whom we seek to tax will find some of the many ways of avoiding the realization of an income which can be reached by taxation, and the source of the revenue will decline. Those having incomes in excess of $300,000 had in 1916 aggregate incomes of nearly $1,000,000,000 under a 15 per cent. maximum tax. This would have been more than sufficient to provide for the total income-tax collected in 1922, from all classes, but by 1922 the aggregate income of this wealthy class, with the maximum rate of tax at 58 per cent., had dropt to $365,000,000. There was less income upon which taxes could be levied. As a matter of fact, about as much tax was collected from this class in 1916, with the 15 per cent. maximum tax, as in 1921 with the maximum rate of 73 per cent.

"Ways always will be found to avoid a tax so inherently excessive. The solution lies in adopting laws with more reason. No man will continue to sow where he can not reap."

For the moment papers opposed to the Mellon plan seem in the main to be holding their fire, so that the chorus of approval practically drowns the voices of the objectors. But it is interesting at this point to recall an attack on the proposed Mellon rates given out by the Democratic National Committee a few days before the election. This statement reads in part:

"Whatever the average taxpayer may think about the wisdom or unwisdom of publicity for income-tax returns, with regard to the legality of which not even President Coolidge's Department of Justice is certain, publication in the press of taxes paid



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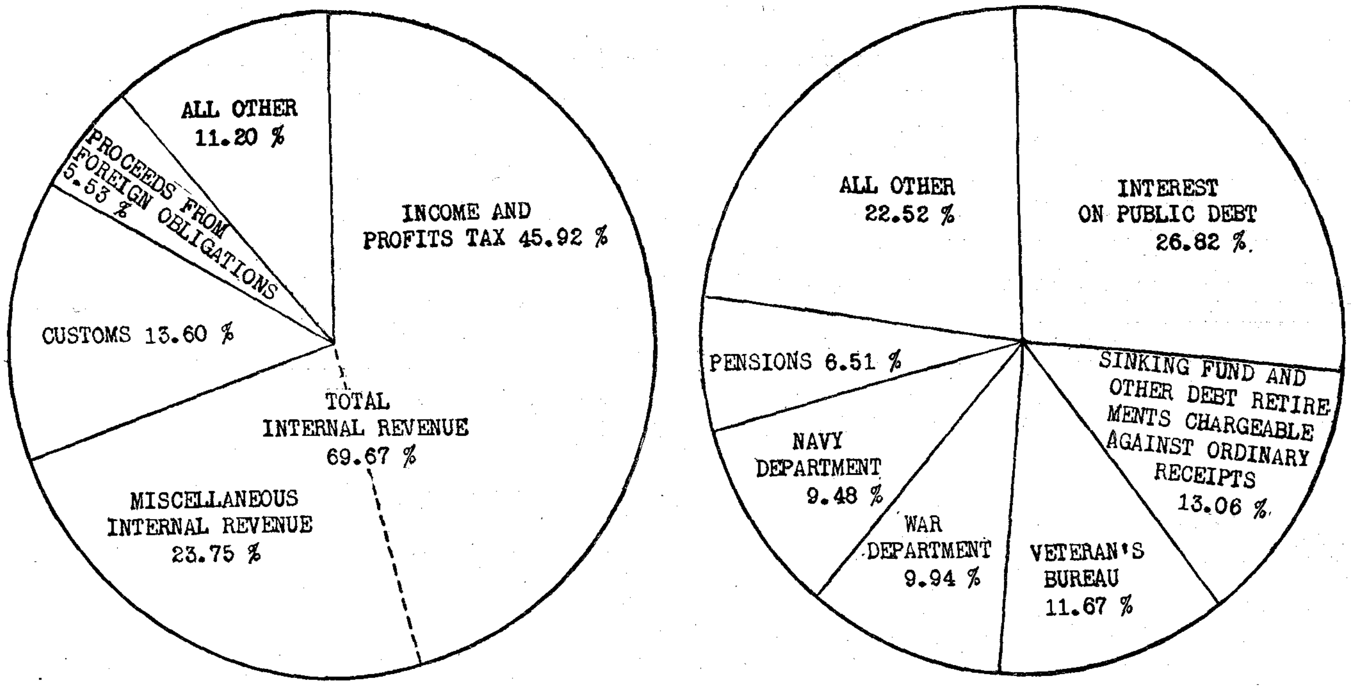
HE PROBABLY WON'T KICK IT AGAIN

—Williams in the Baltimore *American.*



WHERE THE GOVERNMENT GETS ITS MONEY, AND WHAT BECOMES OF IT

The segments of the first circle show the percentages contributed by different sources to Uncle Sam's income of $4,012,044,701 for the fiscal year ended June 30, 1924. Nearly half of this was supplied by the income tax. The segments of the second circle show by percentages how $3,506,677,715 of this money was spent. It is notable that 77.48 per cent. of all expenditures is charged against wars, past or prospective.

by possessors of large incomes reveals why those paying these taxes favored adoption of the Mellon tax plan, and why many of them are contributing large sums in an effort to influence the election of President Coolidge, who is committed to the enactment of the Mellon plan into law in the place of the existing law.

"If the Mellon tax plan were enacted, these taxpayers would pay the Government about 35 per cent. less in taxes than they have paid on their 1923 incomes, and would pay next year from 36 to 38 per cent. less than they will have to pay under the rates of the Garner-Simmons Law, enacted last spring."

According to this document, if the Mellon plan had been in effect in 1923, John D. Rockefeller, Jr., would have paid only $2,800,000 income-tax instead of $7,433,100, and Henry Ford's tax would have shrunk from $2,467,946 to about $900,000. And in the Washington *Daily News*, an independent pro-La Follette paper, we read:

"On the same day that New York bankers and business men hailed him as a 'second Alexander Hamilton,' Secretary-Treasurer Mellon made use of his annual report to advocate again the adoption of the recently rejected Mellon tax plan.

"Secretary Mellon urged cutting the rich man's tax at the expense of the poor man's.

"There were seven high spots in the Secretary's tax recommendations. They were: A 25 per cent. maximum surtax; a 6 per cent. normal tax for rich and poor alike; a revision downward of the estate tax; a reduction in or elimination of the gift tax; repeal of tax publicity; outlawing of tax-exempt securities; nd adjustment of income-tax rates to such a point where incentive to tax evasion will be removed.

"Each of these recommendations touches upon an important ubject too involved for brief discussion. Suffice it to say hat the recommendations, if carried out, would remove with one esture the accumulated wisdom of progressive tax legislation luring the past decade.

"Congress will think twice before accepting Mr. Mellon's roposals."

"There would seem to be a good deal of special pleading in his easoning for the benefit of multi-millionaires like himself," hinks the independent St. Louis *Star*, which asks: "Why should ot those most able to pay heavy taxes continue to pay a large art of the $27, or $20, or $13 per capita taxation?" This Missouri paper suggests that another way to help the poor man, ut at the expense of the rich manufacturers, would be to lower the tariff rates. By this, it says, "the burden of taxation on the public would be reduced."

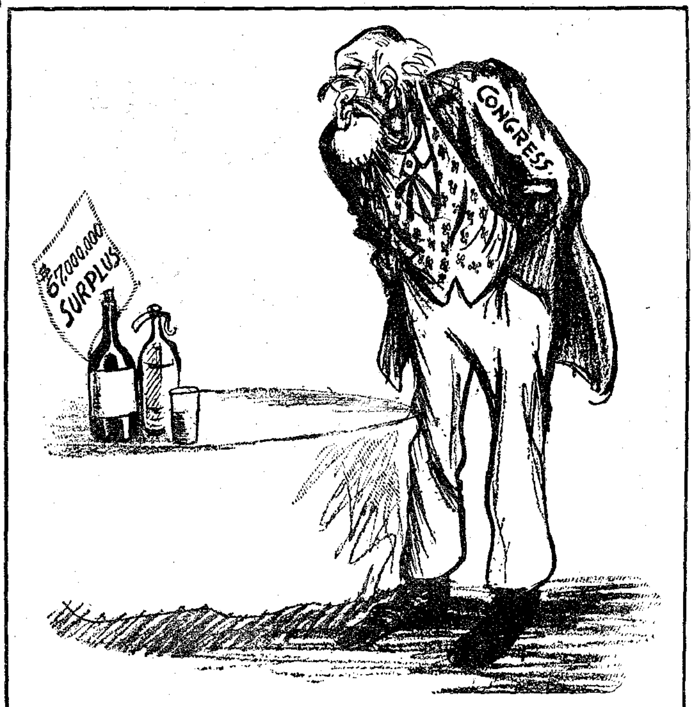
But many Democratic papers find much to praise in Mr. Mellon's report. "In particular," says the New York *Times*, "his explanation of how, under the present surtaxes, an income of $100,000 must obtain an 8 per cent. return from investment in taxable securities in order to yield after taxes as much as a 4½ per cent. return on a non-taxable investment would yield, reaches the heart of the controversy." "Despite the slight political touch Secretary Mellon gives his annual report," remarks another Democratic paper, the Richmond *Times-Dispatch*, "it is a most comforting document, and will have an appreciable effect in bringing about the desired public confidence in business conditions."

The Administration, thinks the Baltimore *Sun* (Ind. Dem.), "may fairly claim that it has a mandate from the people" to change the tax-law in accordance with Mr. Mellon's recommendations. Remarking that the present prosperity of the nation as pictured by Mr. Mellon seems to contradict somewhat the "blighting effect" of excessive surtax rates as described by the same pen, this Maryland paper goes on to say:

"But in spite of these facts the proposal to lower the surtax rates is a sound one and should be put into effect. Evasion of the surtaxes by purchase of tax-exempt securities has not been the only, and perhaps not the most extensive, method of evasion. Private corporations, trustees, and a variety of other legal means have been found in the past to avoid the payment of these high rates, and whenever Congress by legislation has barred one pathway of evasion or another, others have immediately been opened up. While these methods have been legal, they have, nevertheless, created resentment and doubt as to the efficacy of the income tax in the minds of large groups of people throughout the country. Despite its defects we believe that the graduated income tax is about the fairest of all taxes, and that any substitute for it that might be found would be less effective than it. One of the strongest reasons, therefore, for doing away with those features of the law which promote evasion is to avoid bringing the law into such discredit that a successful movement may be organized to supplant it with another form of taxation.

"Mr. Mellon, we think, may well rest his case on this point and the other one which he makes in his report, and which President Coolidge indorsed in his message to Congress, that the revenue from individuals having large incomes will increase rather than decline if the surtax rates are lowered. This latter assertion has been made over and over again by Secretaries of the Treasury and taxation experts who ought to speak with authority. It is reinforced by the figures of receipts from possessors of large incomes since the income tax went into effect in this country.

"These show a steady drop from 1916, when the maximum rate was 15 per cent., to 1921, when the maximum rate had been raised to 73 per cent. In 1922, when the maximum rate was reduced from 73 to 58 per cent., there was an increase in the revenue from possessors of incomes of $100,000 and over. In that year capital gains were taxed at a flat rate of 12½ per cent. instead of at the regular surtax rate, as had been the case hitherto. This also had much to do with the increased revenue from wealthy men. Of the 537 individuals confessing incomes of more than $300,000 in 1922, 165 would not have been in that class but for the realization of capital gains.



TEMPTATION

—Duffy in the Baltimore *Sun*.

"Here we have another striking illustration of the way in which moderate taxation brings larger revenues to the Government than tax rates which are considered excessive. This is yet again emphasized by the returns received by the Federal Government from its inheritance tax, which are given in this report.

"In view of these facts, in view of the support given by expert authority to the Mellon contention, and in view of the result of the last election, which, as we have said above, constituted practically a mandate from the people for the effectuation of this principle, we think it is time for even the opponents of the change to consent to a trial of the lower surtax rates. If they do not produce additional revenue, and if they do not bring about the improved conditions claimed for them, these facts will be demonstrated mathematically and the rates can again be raised. The thing is certainly worth a trial, and it must always be remembered that if the lower rates do produce larger revenues from the possessors of big incomes, individuals having moderate and small incomes will be correspondingly benefited, for the rates on moderate and small incomes can be proportionately lowered."

And in the independent Boston *Christian Science Monitor* we read:

"Probably few persons in the United States will be surprized to learn that one result of the publication of income-tax payments made by individuals and corporations has been an increased and more insistent demand for tax-exempt bonds.

"Next year, no doubt, even should Congress fail to reduce Federal income-tax levies on the larger schedules, the amounts paid by many of the wealthier individuals and corporations will be smaller than those shown this year. Given an irreducible total revenue necessary for the support and maintenance of the Government, the injustice of making it possible for the wealthy to escape while those of moderate means are compelled to bear the burden is too apparent to require emphasis."

NO ISOLATION FOR CALVIN COOLIDGE

NO NATION LIVETH TO ITSELF is practically President Coolidge's answer to those who would have Uncle Sam stick to a policy of "go it alone" in international affairs. After the President's Chicago speech, declaring that w can not avoid involvement in world problems, the Philadelphi *Inquirer* (Rep.) feels that we may be assured of a "sympathetic and instructive foreign policy," while he is in the White House. In President Coolidge's words at Chicago, says the Knoxville *Sentinel* (Dem.), Hiram Johnson reads "the final dissipation of the last vestige of his dictation of the foreign policy of the United States." And the Washington correspondent of the Baltimore *Sun* (Dem.) takes the President's utterances to mean that the Executive now "proposes a degree of international cooperation which will outrage the irreconcilables of the Harding régime." Exactly what concrete form the President's new foreign policy will take is yet to be disclosed, adds this writer, but newspaper readers have noticed that only five days after the President's declaration for cooperation in Chicago, it was announced in Washington that our Government would participate next spring in a League-of-Nations conference on the international traffic in munitions of war. President Coolidge enunciated another definite policy when he demanded favorable action on the Harding World Court plan in his message to Congress. Some press correspondents predict that the first session of the new Senate will pass the necessary consenting legislation. On the other hand, Senator Borah's recent statement that the World Court must be completely divorced from the League of Nations, is taken as an indication that the Administration World Court plan will not have plain sailing.

President Coolidge's declaration on foreign policy, which has set so many editors wondering what the practical results will be, was contained in a speech made in Chicago on December 4. He had been discussing the farm situation pointing out how interdependent are the farmer and the city man, and went on apply the same principle to the relations among nations:

"We can not expect, in the long course of events, to maintai our country on a permanent level of general well-being far abo that of other peoples. Even if we could hope to accomplish i it would bring us little satisfaction if our prosperity must b gained and held at the cost of suffering of others. In the lo course of affairs, and in a world which has become little mo than a great neighborhood, our common sense must tell us, if ou self-interest did not, that our prosperity, our advancement, ou portion of good fortune, must largely depend upon the shar that shall be allotted to our neighbors. At the last, those of u who are partners in the supreme service of building and bettering our civilization must go up or go down, must succeed or fail together, in our one common enterprise.

"We can not hope indefinitely to maintain our country as a specially favored community, an isle of contentment lifted above the general level of the average of the standards of humanity I know there was a time when many among us believed this wa possible. But who, now, can continue clinging to such a faith, n view of the lesson which the war brought to us? If we could no avoid involvement in a war whose causes were foreign, and whos issues were chiefly alien to us because we had settled them fo ourselves long ago, how can we hope to avoid our full share of responsibility in connection with other world problems, which if they are ever to be solved, must be solved in an atmosphere of peace and good-will?

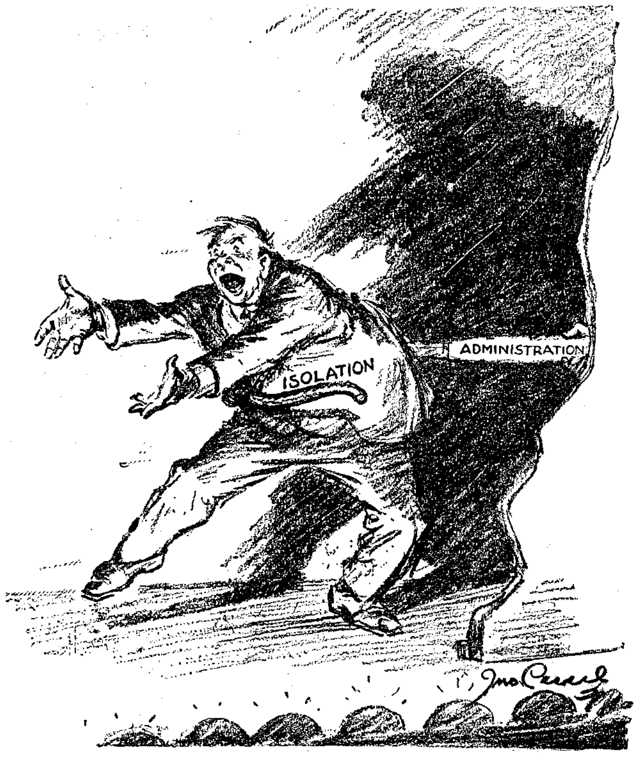
"It is our wish to live in a world which shall be at peace. Bu we can no more assure permanent and stable peace without co operation among the nations than we could assure victory in war without Allies among them."

This, declares David Lawrence in a Consolidated Press dis patch, can only mean that the program of the United State toward Europe will no longer be dictated by the irreconcilables "What has brought about this open expression of friendshi for a policy of direct cooperation with Europe?" Mr. Lawrenc replies that "several circumstances have been responsible":

"One is the gradual disappearance of the 'irreconcilable'

> group or their loss of influence with the electorate. Senator Lodge and Senator Brandegee are dead. Senator Medill McCormick of Illinois was defeated in the primaries for renomination, and will retire from the Senate next March. Senator Moses of New Hampshire has not been hostile to Mr. Coolidge since the latter's cause triumphed in the New Hampshire primaries. Senator Johnson of California was repeatedly defeated in the Presidential primaries by Mr. Coolidge himself. Only Senator Borah remains, and he is not likely to be able to corral enough votes to threaten any serious disaffection."

What President Coolidge has stated, says the New York *Herald Tribune,* "is the doctrine of practical international cooperation, as distinguished from the doctrine of indiscriminate international pooling under the auspices of a superstate." The Fargo *Tribune* (Ind.) is convinced that the efforts of the United States in the way of unofficial assistance and separate conferences "seem to accomplish more than Leagues of Nations and protocols." The Buffalo *Express* (Rep.) declares that there are just "two courses open to Europeans." "One is to continue the effort toward the development of a permanent organization of nations which in the last analysis must depend on a display of force as the foundation for future peace." To such a plan, we are told, "the United States will not be a party." The alternative plan is that of occasional conferences making either temporary or permanent agreements; "in this plan Europe can have the full cooperation of the United States."



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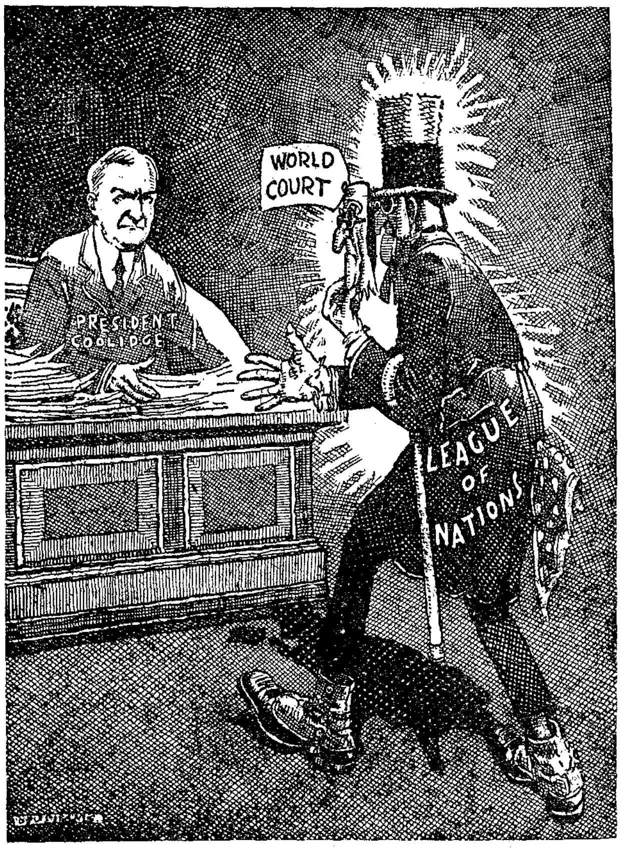
THE HOOK!

—Cassel in the New York *Evening World.*



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LOOK OUT, MR. PRESIDENT!

—Williams in the Milwaukee *Wisconsin News.*

Thus "the isolation policy has been decently shrouded and buried by President Coolidge," says the Birmingham *News* (Dem.) which thinks that "perhaps no other American statesman who values his position would be willing to go much further in encouragement of those who just now were shouting for practical acceptance of the Covenant of the League of Nations." Another Democratic paper, the Savannah *News,* looks upon Mr. Coolidge's speech as "a confession that his party was wrong and that it has now discovered that the late President Wilson is right." While "Mr. Coolidge is himself resolved that the League is not for us, he is pledging himself to the fundamental principles upon which it rests," in the opinion of the Brooklyn *Eagle* (Dem.). Declares the Pittsburgh *Sun* (Dem):

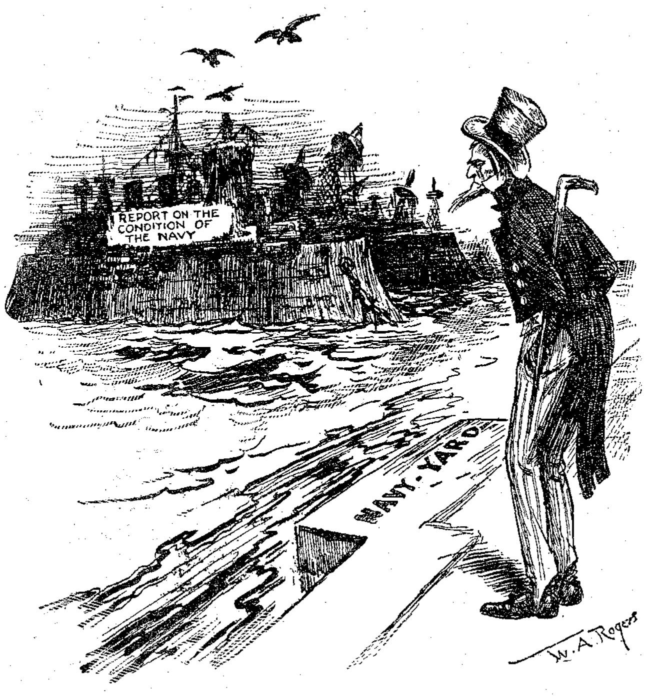
> "All that is now required to complete the joy of the liberals is the matching of the President's theory with this formula:
>
> "1. Enter the Permanent Court at once.
> "2. Seek membership in the League of Nations.
> "3. Consider upon its merits and with sympathy for its purposes the Geneva protocol."

But some pro-League papers doubt that there will be any action to fit the words. When, wonders the Syracuse *Herald* (Ind.), "will President Coolidge's honorable sentiments be embodied in a definite foreign policy?" It remembers that President Harding "delivered at least a score of addresses on a similar text," but nothing official was ever done about it except the Washington Conference treaties. The Mobile *Register* (Dem.) thinks that cooperation in Mr. Coolidge's mind is something different from the Wilson conception:

> "Mr. Coolidge would not commit us to anything more than a perfunctory participation in European affairs, by such means as unofficial observers, government officials who do not 'represent' the Government after they pass the three-mile limit, and other methods used to avoid 'political entanglements' abroad. The Wilson idea was cooperation with a share of responsibility. The Republican anti-League idea is to leave a way open, and make it as wide as possible, for the United States to retreat into total isolation at any time our own interests are thought to be endangered.
>
> "This is a selfish point of view. It is a state of mind, a governmental policy, that has done more, perhaps, than anything else to make the United States unpopular abroad and to weaken faith in our sincerity.
>
> "The United States did not hold aloof during the World War; there was no talk then of keeping out of European politics. In a great emergency we pooled our resources with those of our associates, and so far subordinated our sovereignty to the needs of the hour that the American Army fought under the leadership of a French field marshal. We may not have to go as far as that to insure a lasting peace among nations, but we shall certainly have to go much further than is contemplated in the Republican program as outlined by President Coolidge."

TO MAKE OUR NAVY EQUAL THE BRITISH

SECRETARY WILBUR'S PLEA for a Navy equal to that of Great Britain and superior to Japan's is "the clearest and soundest exposition of our naval situation that has been made since the Washington Conference," in the opinion of the Brooklyn *Eagle*. And so it probably appeared to the Senate, for it voted $130,000,000 two days later for improvements and new vessels, altho Senator King of Utah recommended a comprehensive inquiry before making an appropriation. The Secretary's plea "is not an alarmist statement, hinting at dire consequences if Congress does not make needed appropriations," writes Albert W. Fox in the Washington *Post*: "Secretary Wilbur simply calls a spade a spade in showing where America's weaknesses are, and suggests means of correcting them." What he undertakes to do, says the New York *Times*, "is to prove the case for a fleet equal to that of Great Britain and superior to that of Japan, to say the final official word on the subject, and to put up to Congress the duty which it should perform—and which Congress can not evade without stultification."


REPORT ON THE CONDITION OF THE NAVY
NAVY-YARD
W. A. Rogers

"I RECKON IT WON'T BE NECESSARY TO SCRAP THE REST OF 'EM."

—Rogers in the Columbus *Ohio State Journal*.

In his report to Representative Burton L. French, Chairman of the Subcommittee of the House Committee on Appropriations, the text of which occupies almost five columns in the daily papers, Secretary Wilbur recommends immediate passage of legislation to place the Navy on a parity with that of Great Britain. He points out the necessity of replacing old boilers in several battle-ships, the addition of adequate deck protection against aerial bombs and high-angle gun-fire, and underwater "blisters" on the outside of the hulls to furnish buoyancy for the additional weight of the deck protection and to act as a guard against mines and torpedoes. He emphasizes the need for a continuous building program, instead of hurried building just before or during an emergency, and reminds us of our inferiority in submarines, destroyers, and other auxiliary vessels, as well as the necessity of modernizing the first-line ships. Finally he recommends the building of more vessels of those types which are able to accompany the fleet for the full radius of their action, including scout cruisers and aircraft carriers, to the full extent permitted by the Washington treaty. And to postpone the modernization of six of our older battle-ships, says the Secretary of the Navy, is to gamble upon the chances of war during the next ten years and to increase the possibility of such war by that degree of unpreparedness. A digest of Mr. Wilbur's report may be found at the end of this article.

As the New York *World* remarks:

> "Take first of all the talk about the relative strength of the British, Japanese and American fleets. The General Board presents this fundamental idea:
>
> "The relative strength of the fleets depends upon the place where the value of the fleet is to be determined. Thus on our Atlantic Coast the American fleet is slightly stronger than the British because British naval bases in the Western Atlantic are inferior to ours. On the British coast our fleet is decidedly less strong than the British because we have no naval base east of Boston.
>
> "That is as it should be. Britain's coast is safe as against the American Navy, America's coast as against the British.
>
> "Turn now to Japan. The General Board says that—
>
> "The superiority of our fleet on our coast to the Japanese fleet is 'overwhelming.' The superiority of the Japanese fleet on the Japanese coast is 'considerable.' That also is as it should be. Fundamentally, the United States is safe against attack.
>
> "The report of the General Board is a model of candor, good sense and international responsibility, a credit to the officers of the Navy and to the Administration."

"Let Congress take full heed of Secretary Wilbur's words: 'A systematic adherence to the full Treaty ratio, not only with reference to the ships covered by the Treaty, but with reference to all branches of the naval service, will assure us reasonable protection.'" Such is the warning of the Sacramento *Bee*. As the New York *Herald Tribune* explains at length:

> "Our battle fleet is in bad condition, due to long-deferred maintenance. Of the eighteen units which constitute our quota, only five are fit for full service. Thirteen need to be modernized against aerial and torpedo attack, and six of these ought to be changed from coal-burners to oil-burners. Both Houses of Congress passed a bill at the last session appropriating the money for modernization. It was held up in the Senate on the day of adjournment by a motion to reconsider. When this motion is disposed of the battle fleet can at last be put into good military condition. But the guns on thirteen of the battle-ships will have to be elevated to give them ranges comparable to those of Great Britain's battle-ships. Congress failed at the last session to vote the $6,500,000 required to overcome this deficiency."

"We do not seek an advantage," explains the Tacoma *Ledger*, "but we should be as strong as international agreements permit." Continues this Pacific coast paper:

> "It is not the number of battle-ships that are carried upon the Naval lists that count in the defense of the country, but rather it is their fighting and defensive power.
>
> "A Navy is not good enough unless it is as good as the best. With battle-ships unable to participate in fleet maneuvers, and with guns that are outranged by the guns of foreign ships, it can not be said that our Navy is as good as the best."

The San Francisco *Chronicle* likewise is sure "the American people want a Navy as mighty and as efficient as the sea-fighting force of any other nation." Secretary Wilbur's recommendations should, therefore, have the support of the entire nation, declares the Seattle *Times*, which finds the statement that we have fallen from a ratio of 5-5-3 to 5-4-3 "disturbing." Also, we are told, "both Great Britain and Japan have been building light cruisers and large submarines, upon which there are no treaty limitations, while America has been virtually idle."

Mr. Wilbur also advocates another arms conference to deal with the tendency toward renewed building competition. But until that end can be reached, he says bluntly, "we must build ship for ship and submarine for submarine" to maintain our relative rank with Great Britain and Japan. And his conclusions "seem sound" to the New Orleans *Times-Picayune*.

The Norfolk *Virginian-Pilot*, however, is not in favor of a building program that would compel us to "'lay down and construct, ship for ship,'" a fleet equal to that of Great Britain. In this Virginia paper's opinion:

"No such Mosaic 'eye for eye and tooth for tooth,' naval program is to be defended. To embark on such a subtreaty naval race would be to plunge headlong into the competitive morass from which we were extricated by the major guaranties negotiated at Washington. We need a reasonable equipment of cruisers and other auxiliaries. What constitutes that reasonable equipment is not to be determined simply by counting the keels of Great Britain and Japan. Congress can afford to deflate the program of most of its fear, and substitute a healthy confidence in the intention of the Powers to observe in good faith the common covenant of peace."

Heretofore, says the Raleigh *News and Observer*, which is published by ex-Secretary of the Navy Daniels:

"The Government has gone about reducing its ability for defense without doing anything to lessen the causes that produce war or to arbitrate differences between nations. The only orderly process was, first, to secure a plan to settle differences between nations. That necessary provision secured and undergirded, the reduction of navies and armies would naturally and logically follow, and safely, too. Until a way is found to prevent war, no nation can or will render itself impotent to defend itself.

"Naval competition is a crime, but it will continue until a means is found for settling national disputes without resort to war."

The Raleigh paper is Democratic, and a proponent of the League of Nations. But the Republican Washington *Post*, which has supported the Harding-Coolidge Administration from the beginning, nevertheless believes, as a result of the Wilbur statement, in drastic measures. In *The Post's* opinion:

"An inquiry should be made by Congress, covering the present state of the Navy and its needs for the immediate future. The expenditure of large sums should not be made until Congress knows where the money should go, whether for submarines, airplanes, naval bases or cruisers, or all of these.

"Capable naval officers are at the disposition of Congress, ready to give full and accurate information upon which Congress can safely act. Let them be summoned. They can not speak until they are required to speak. The information they possess is useless unless it is passed along to Congress."

A digest of Secretary Wilbur's report follows:

"The Navy is a going concern like a great business. It must be managed, controlled and directed all the time. The mission of a Navy in war is to defeat any enemy as near to its own home as possible. Only by this operation can our commerce be protected and the country defended in the fullest sense of the word.

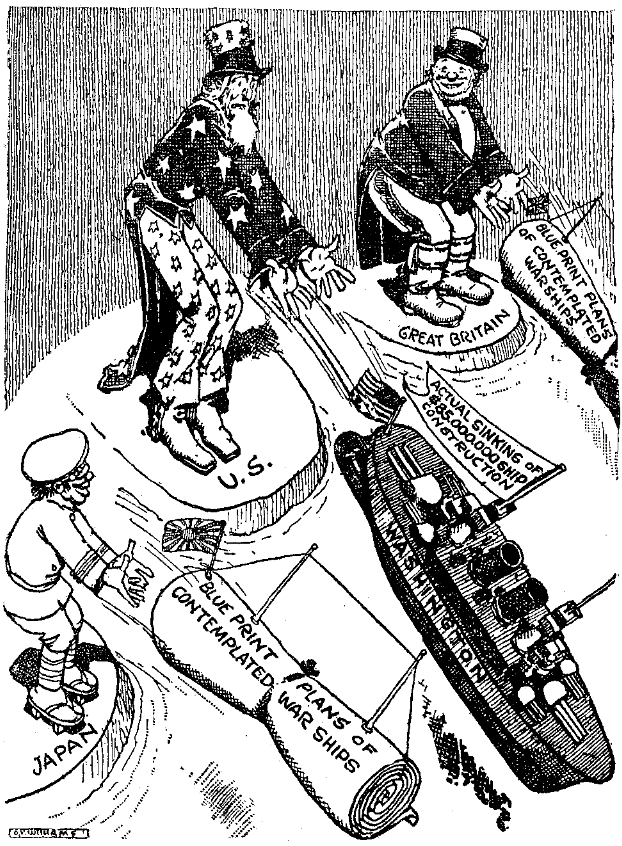
"The time has now come when a continuous peace-time building program must be provided for, or the appropriation required to replace the ships becoming obsolete will be so great as to be out of the question.

"The United States is now an industrial nation, its factories furnish gainful occupation to many million people, its commerce and the interests of the United States in the markets for goods extend to every part of the globe. The ships carrying our commerce, our economic welfare, are dependent upon the maintenance of our friendly relations with the other nations of the world.

"The great accomplishment of the Limitation of Naval Armament Agreement was not in the fixing of a definite ratio of ships, with its attendant economies, but in effecting an agreement making aggressive warfare across the ocean more difficult. That agreement made it impossible for any one of the great Powers of the world to make a successful invasion across the Atlantic or Pacific.

"The question we are confronted with now is whether we shall continue to maintain a Navy adequate for the protection of our international lines of communication and of our great coastal and international commerce. A systematic adherence to the full treaty ratio, not only with reference to the ships covered by the treaty, but with reference to all branches of the naval service, will reasonably assure such protection. The only method of maintaining the treaty ratio is by a competitive building program which would require us to lay down and construct ship for ship, submarine for submarine, a fleet equal to that of Great Britain and superior to that of Japan as five to three. This we have not done.

"We have a comparatively large number of destroyers and submarines built for operations in the World War, altho many of them have been completed since that war was concluded. These vessels accomplished all that they were designed to accomplish, and are efficient elements of our naval power. However, because the naval strength of the nation is measured in terms of its fleet we must, notwithstanding our great preponderance of destroyers and submarines, build more vessels of those types which are able to accompany the fleet for the full radius of their action. If the fleet is to keep together, all its ships must move at the same speed, barring the changes in speed due to the maneuvering of the fleet.


BLUE PRINT PLANS OF CONTEMPLATED WAR SHIPS
GREAT BRITAIN
ACTUAL SINKING OF $85,000,000 SHIP CONSTRUCTION
U.S.
WASHINGTON
BLUE PRINT CONTEMPLATED PLANS OF WAR SHIPS
JAPAN
G. WILLIAMS

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DISARMAMENT!

—Williams in the New York *American*.

"The most serious loss of fighting ability of our fleet arises from the fact that the boilers of six of our older battle-ships have deteriorated from age by reason of the usual corrosion resulting from the normal use of such boilers. They are now capable of maintaining their position in the fleet for the time being, but it will be necessary to renew the boilers in order permanently to restore to the ships their normal speed.

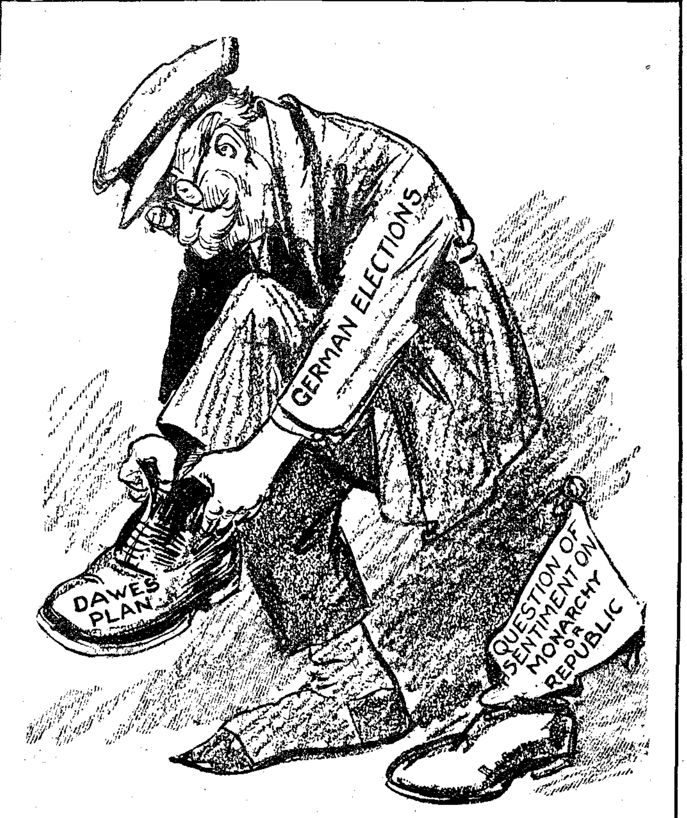
"A bill is pending for the modernization of our battle-ships by the addition of deck protection and by blisters. The arming of these ships with anti-aircraft guns is being carried forward as rapidly as practicable. The aerial bomb has not rendered the capital ship useless, nor is the distribution of the armor of the capital ship desirable at present other than the addition of greater deck protection as contemplated. It may be observed also in this connection that the underwater blisters will give the additional buoyancy necessary for the increased deck protection, and that these two items should go together.

"The average life of the six ships to be modernized is ten years. This is equivalent to the useful life of three new battle-ships, but it would require about $120,000,000 to build three new battle-ships, and the six battle-ships can be reconditioned for less than the cost of a single new ship.

"It follows that it is more economical to recondition those six ships having the average life of ten years than it would be to replace them at once with three new ships, having a life of twenty years, even if the treaty permitted it to be done. To postpone the modernization of those ships is a gamble upon the chances of war during the next ten years."

THE "DAWES ELECTION" IN GERMANY

CHARLES G. DAWES seems to have played a leading part in two great national elections inside of six weeks. On November 4 he was elected Vice-President of the United States; and when the German Republic elected a new Reichstag on November 7, "everywhere the name of the American Vice-President-elect and father of the Dawes plan was heard coupled with praise or curses, as thousands went to the polls to vote for or against the Dawes plan," according to one dispatch. Press correspondents in Germany and newspaper editors here all agree that the one definite outstanding result of the German election was the indication that there will be a pro-Dawes plan majority in the next Reichstag. But aside from that there has been little change, for no party or group of naturally cooperating parties can control the next Reichstag, and the Government must still be carried on by some sort of makeshift coalition, such as that now headed by Chancellor Marx. The important fact, as one of our press correspondents in Berlin puts it, is that "the world does not need to fear an obstructionist Germany which would sabotage the Dawes plan." Or as the New York *Times* sums up the situation editorially, "the German people want peace abroad. On the future of its own Government it will wait and see." While the extreme parties on both sides, Ludendorff's Fascists and the Communists, have lost decisively in a way pleasing to editorial opinion here, it seems to the New York *Herald Tribune* that "German recovery at home and in the eyes of the rest of the world will ultimately require a more decisive exhibition of the will to make atonement, and of support for the Republic which is the most available instrument for such atonement."


GERMAN ELECTIONS
DAWES PLAN
QUESTION OF SENTIMENT ON MONARCHY OR REPUBLIC

DECIDES THAT SHOE FITS, ANYHOW
—Pease in the Newark *Evening News.*

Germany's political machinery and party alinements are so different from ours that a word of explanation may be necessary in order to give some indication of the problem confronting President Ebert. Since Germany became a Republic a large number of party groups have grown up, differing primarily on the strength of their allegiance to the Republican idea. Eleven distinct party groups were represented in the last Reichstag. The Deputies are elected by a system of proportional voting so that each party has the same relative strength in the Reichstag that it has in the election, and the total membership of the Reichstag varies with the size of the popular vote. Candidates are chosen by party organizations, which in practise means that the same individuals are likely to be returned again and again.

Final and official returns from the recent election are not yet available, but the dispatches give figures showing the probable composition of the next Reichstag. How the various groups were combined will probably not be known until the Reichstag meets after the holidays. To the line-up as given in a preliminary official summary reported by the Associated Press we add a few characterizations showing what a tangled web the German political situation is. The parties are given in order of conservatism, or, as a writer on European politics would put it, from Right to Left:

Party	*Seats*
Extreme Nationalists, anti-Dawes plan, Monarchist, Ludendorff	14
Nationalists, anti-Dawes plan, Monarchist, Von Tirpitz, Agrarian	104
People's party, pro-Dawes plan, Monarchist, Stresemann, Industrialist	50
Bavarian People's party, pro-Dawes plan, Republican, Catholic	19
Centrists, pro-Dawes plan, Republican, Catholic	67
Minor Party groups, pro-Dawes plan, Republican	26
Democrats, pro-Dawes plan, Republican, Middle-class group	31
Social Democrats, pro-Dawes plan, Republican, Working-class group	129
Communists, anti-Dawes plan, Revolutionary	44
	484

The largest party in the new Reichstag and the one making the most noteworthy gain is the Socialist, according to a New York *Times* correspondent, and "since they have been consistently friendly to the Dawes plan their increased strength is a good omen for those who wish to see it carried out smoothly with governmental cooperation." The New York *Evening Post's* Berlin correspondent shows us that the Reichstag leaders will be confronted with the same old problem of mixing oil and water into a satisfactory political emulsion. He points out that there are three possibilities:

> "First is the restoration of the so-called great coalition with Socialists, Democrats, the People's party and the Catholic Centrists, which would signify a triumph for Liberal Republican ideals.
>
> "Second is the formation of an anti-Socialist or Bourgeoise bloc by inviting the Junkers to join the fellowship of the Centrist and People's parties. This bloc would be predominantly monarchistic and would signify the return to power of pre-war politicians, with the canny and experienced Von Tirpitz as the leading manipulator.
>
> "The party leaders may try to drift along with the present minority coalition of Clericals, People's party and Democrats, depending for their existence on the assistance or benevolent neutrality of neighbor parties."

One of the political difficulties in the way of forming a working coalition is seen by this writer in the fact that:

> "Foreign Minister Stresemann's Industrialists, whose election expenses were paid by big business and industry, can not be expected to welcome the Socialists into the Government with the Reichstag facing the problem of distributing the burden of reparations taxation between the propertied and toiling classes and passing a new tariff bill. The two crowds fraternize like fire and water."

And then, continues this correspondent, on the other hand "the Catholic Centrists are extremely reluctant to enter an anti-Socialist Burgher bloc, whose loyalty to the Republic would be questionable."

One reason for the inconclusive nature of the German election was the fact that there was both a foreign and a domestic issue, explains the New York *Times:*

> "The election was a test of sentiment on the Dawes plan and on the question of republic or monarchy. The verdict on the foreign issue may be considered as sufficiently emphatic. The other question remains about where it was."

JERSEY'S "WHISKY REBELLION"

UNIFORMED POLICEMEN stood guard while rum-runners loaded their liquor into trucks from lighters alongside a wharf called "Dead Men's Pier." Police commissioners and police captains, Federal Prohibition agents and official "higher-ups" were involved in the million dollars in graft reported to have been paid out regularly as wages every Saturday afternoon. A rum-runners' "kangaroo" court summarily dealt out murder or torture of various kinds and degrees to informers. Conditions so bad that they "made the Whisky Rebellion of Washington's time seem infantile," inspired several newspaper editors to call upon President Coolidge or Governor Silzer to declare martial law along the Jersey water-front. Such dark phrases as "piracy," "murder," and "rebellion" appeared in the charge of the investigating justice to the grand jury before which the facts were placed, and which promptly returned a dozen indictments.

The man who is given credit for letting the light of day into this situation is a simple parish priest, the only one in Weehawken, New Jersey, the port where much of New York's and New Jersey's liquor is unloaded. His cloth, and the fact that he knew both bootleggers and policemen by name, saved him from the summary death that befell previous investigators. He is the Rev. George F. Bennett, and in forcing the arrest of the rum-runners and their police guards—including four of his own parishioners—he has started an investigation that New Jersey editors are hailing as the first step in a national clean-up.

The rum-runners and bootleggers of Jersey had become altogether too bold and open, remarks the Newark *News*, saluting the investigation as a damper on "a long series of sensational crimes, including murders." Developments like the present investigation, with the outpouring of angry public sentiment, are particularly surprizing in the riverside districts, continues *The News*, for there—

"Public sentiment has been supposed to support the operation of the rum-runners. But the conspirators overplayed their hand. They thought they were entitled to protection in their dealings, and they are said to have paid liberally for freedom to carry on their traffic. But when bootleggers and hi-jackers met and bloodshed followed, and it became unsafe to travel in certain sections at night, public indignation was aroused.

"There was no secret as to the point where the landing of liquor centered in Weehawken. Father Bennett, a Catholic priest, became aroused because of the conditions brought to his attention. He made it his business to find out in the public interest just what was going on at the pier at the foot of Baldwin Street, Weehawken. He went direct to the proper authorities and told what he had seen. There was no question that he was in earnest. The facts were presented to the grand jury and the indictments followed."

Father Bennett, another investigator tells us in the New York *Sun*, was started in his investigation by the fact that Weehawken's saloons, instead of closing on Sunday and after one o'clock in the morning, as in the days before Prohibition, kept open all the time. The league between the police and rum-handlers was common gossip. As a writer in the New York *Evening Journal* continues the story:

"Father Bennett tried first to get the saloons in his parish closed, but with no result. Then he tried to find where the liquor came from.

"Informers telephoned him early one morning and told him a shipment was being landed at the foot of Baldwin Street under police protection. He drest and left the house. Two uniformed policemen tried to dissuade him from leaving his home, but he went on. Another policeman tried to stop him before he reached the pier and when asked to accompany him said he would get a 'bawling out' if he did.

"A speed boat, heavily loaded with cases, was at the dock and trucks were near by. Father Bennett flashed a searchlight in the face of one of the members of a large group, composed partly of policemen, and was greeted with a violent oath.

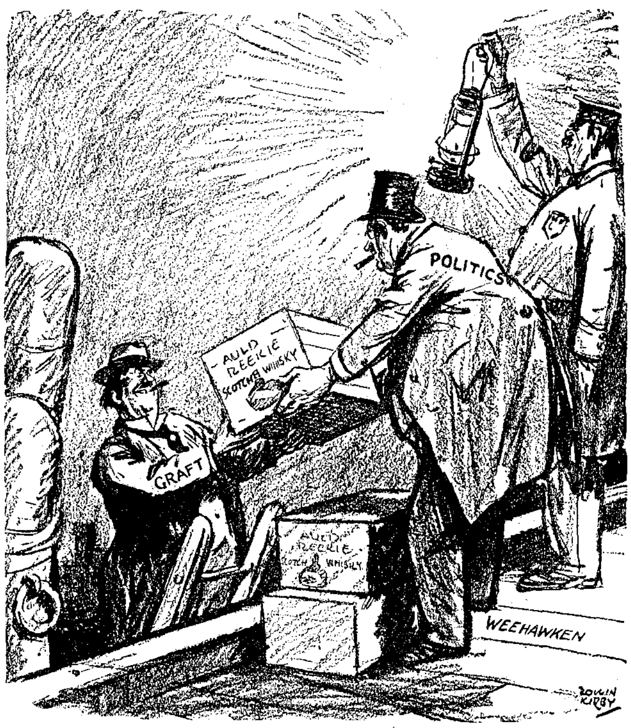
"The man, supposed to be a bootlegger, then saw he was talking to a priest, whipt out a roll of bills and offered Father Bennett one of a $1,000 denomination. The priest laughed. Then the man offered him whisky by the case, and finally champagne, offering also to deliver the stuff.

"Father Bennett stayed on the dock two hours, saw the liquor unloaded, with policemen standing guard, saw the trucks loaded and driven away with a motor policeman escorting each one. He also saw the name *Dorothy* on the speed boat. A boat bearing such a name has since been captured."

"Too many people hereabouts are quite willing to wink at a little bootlegging," comments the Jersey City *Journal*, in an editorial urging that the grand jury dig deep into this rum plot. However, continues the editor:

"The most complacent of them all will at least concede that murder and wholesale corruption are a little too dangerous to be allowed free play. This Weehawken scandal should help to arouse the people of this county to some realization of the risks they are running.

"From bootlegging to murder is an easy step, and the one and only way to prevent murders of a type that has become common recently is to wipe out the conditions which invite them. Crooked office-holders, crooked police, bribing bootleggers, reckless hi-jackers and cold-blooded murderers all bear a close relation, and one sure way to break up this chain is to prosecute relentlessly the crooked police and the crooked politicians whose crookedness has been a standing invitation to the sort of murderous bootleggers the gang that has made Weehawken its unloading place has proved to be."



WHEN THEIR SHIP COMES IN

—Kirby in the New York *World*.

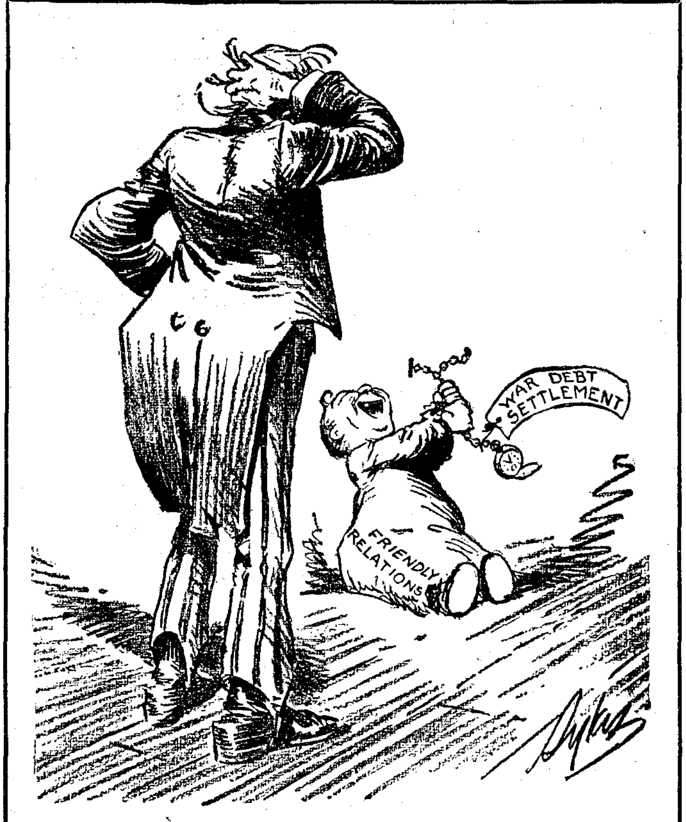
"That the violators of the law can be caught, both official and unofficial," declares the Washington *Star*, "is shown by this Weehawken case, with but one determined man in pursuit." The editor adds:

"Service like this by an individual is of the highest value. At the same time it is a grave reflection upon the honesty of public servants sworn to enforce the law. Enforcement of Prohibition makes demands upon these qualities. The flagrancy of violation corrupts men in office and responsible positions. Large sums come to them in bribes. They get their 'rake-off.' They depend upon the complacence of prosecutors for immunity.

"The conditions were open and evident to any observer. It simply required nerve and determination to bring the recreant officials to book. What this Weehawken priest has done Federal enforcement agents and prosecutors can do if they will."

JEALOUSY AMONG OUR DEBTORS

THE BRITISH LION PRICKED UP ITS EARS, lasht its tail warningly, and emitted a low growl of protest early this month when it became known that Ambassador Jusserand, for France, and Secretary of the Treasury Mellon, for the United States, had engaged in some informal conversations looking toward the funding of the French debt of some $4,000,000,000. For France owes Great Britain some $3,000,000,000 also. No promises were made on either side, and no concrete plan of funding was presented by France or outlined by the United States, yet the London correspondent of the New York *Evening Post* says these preliminary negotiations at Washington have "swept smoke and storm clouds into the political skies, and promise to take the place of reparations as the most dominating and disquieting question there."



WHERE TACT IS ESSENTIAL

—Sykes in the Philadelphia *Evening Public Ledger*

First of all, Great Britain has let it be known in Washington in an informal way that she is opposed to the funding of the French debt to this country unless means are also taken by France to begin payments on her debt to England. Next, the British Government maintains that France should not be granted easier conditions of settlement than were accorded Great Britain some two years ago. In the words of the Paris correspondent of the Philadelphia *Public Ledger*, "Great Britain wants a finger in the pie." She wants to know why France takes up the debt question with us first.

That a considerable stir has been made in political and financial quarters in London is apparent from the editorial comment in London papers, which declare that if the United States allows France exceptionally favorable terms, Great Britain will be justified in asking for a revision of her own debt-funding arrangement with us. And the London *Daily Express* believes that—

> "If Great Britain allows a settlement between France and America to take place without putting in her claim for payment by France, her own prospect of recovering anything will be postponed and it will then be pointed out to us that the whole French share in German reparations has gone to the United States, and that there is nothing left with which to pay Britain."

The little stone that started this avalanche of editorial comment in France, England, and the United States was, perhaps, a Paris dispatch saying one of the first duties of France's new Ambassador to this country would be that of coming to an agreement with our Debt-Funding Commission regarding France's debt, "on the basis of a long moratorium, a low interest rate, and a sinking fund provision." Then there was this paragraph in the President's message to Congress:

> "Terms and conditions may have to conform to differences in the financial abilities of the countries concerned, but the principle that each country should meet its obligation admits of no differences and is of universal application."

Did Mr. Coolidge have better terms for France in mind? London editors appear to think so. France is said to be anxious to fund her debt to this country, if for no other reason than that such a move will have a favorable effect upon her credit. Should she be granted better terms than were accorded Great Britain, Poland, Finland, Hungary, and Lithuania—all of whom have entered into agreements for the funding of their debts? In the opinion of the Brooklyn *Citizen*, she should not be, for "France is the most prosperous country in Europe to-day." Moreover, say other widely scattered editors in this country, if there is a departure from the rule of settlement used in other funding arrangements, the whole debt-funding problem will be thrown into confusion. Comment of this nature is thus summed up by the Providence *Journal:* "We can not afford to have it said by any nation, when the last funding agreement is concluded, that partiality has been shown to any country."

On the other hand, the Baltimore *Sun* believes a short moratorium should be granted France. In this paper's opinion, "this would seem a fair return for the French action in agreeing that our Army of Occupation costs and individual war damage claims against Germany shall be met out of the Dawes plan payments, even tho this means scaling down the French share." "The matter of priority is something which England and France must settle between themselves," thinks the New York *Times*. France, it is pointed out in Paris dispatches, also has a host of debtors who owe her almost as much as she owes the United States—and evince no determination to pay. And there are many who believe that France should be granted better terms than Great Britain, of which the following quotation from the New York *Herald Tribune* is representative:

> "In the British and the other minor settlements already effected, the Debt Commission made concessions in interest rates which materially reduced the burden of the debts. In the case of France, American opinion would undoubtedly support even larger concessions. France made our Government a loan in Revolutionary days on which she waived interest for a number of years, as a matter of friendship to a poor and struggling nation whose independence she had also helped to establish with her fleets and troops."

"It would be particularly unfortunate if anything should come between two historic friends like France and the United States," thinks the Minneapolis *Tribune*, which reminds us that France should receive easier conditions of settlement because "her physical domain was laid waste, while French soldiers were fighting a foe which later became an avowed enemy of this country."

The foregoing comment is taken from representative American and English newspapers. Two business dailies, however, the New York *Journal of Commerce* and its Chicago namesake, are inclined to be skeptical of the arguments of each side. According to the New York paper, "France is in no position to fund a single dollar of her debt to this country." And in the opinion of the Chicago daily, "the French Government is engaged in a skilful diplomatic effort to clear itself of any imputation of not being willing to settle the debt, at the same time holding out for terms which it knows this Government would not accept."

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THE FRENCH SPOLIATION CLAIMS

THERE WAS ONE SENTENCE in the President's recent message to Congress that may have come as a shock to many readers. "The United States ought to pay its debts," said President Coolidge. What debts? While most of us are aware that foreign countries are indebted to us to the extent of approximately $11,000,000,000, few realize that during the last session of Congress a bill was introduced by Senator Lodge looking to the payment of the remaining claims generally referred to as the French Spoliation Claims, but which are in reality claims of American citizens, "their heirs or assigns," upon the American Government. These, we are told in the *Editorial Research Reports* (Washington), arose out of the activities of French privateers preying upon American ships during the Franco-British War in the latter part of the eighteenth century. Between 1891 and 1905 four appropriations, amounting to almost $4,000,000, were made by Congress in settlement. But while the remaining claims, about fifteen hundred in number, are more than a hundred years old, and amount to $3,253,069.20, no payments have been made to the claimants since 1905.

At the close of the Revolutionary War, in recognition of the assistance given by Lafayette and the French nation, the United States Government entered into a treaty with France against Great Britain, wherein the United States agreed to help protect the French colonies in the West Indies in case of attack by English vessels. When America was called upon to fulfil her agreement a few years later, President Washington held that this country was not sufficiently strong to give this assistance. The abrogation of the treaty followed. France thereupon preyed upon American vessels. About three thousand American ships were seized, many of them upon flimsy pretexts. This policy continued until the year 1800, when the United States and France entered into another treaty under which certain French national claims against the United States were offset by the individual claims of American citizens against France arising out of these ship seizures. This treaty is held to have obligated the United States to settle with its own citizens their claims for damage and loss. As James Russell Soley, an American naval expert and historian, states the case, according to the Boston *Herald:*

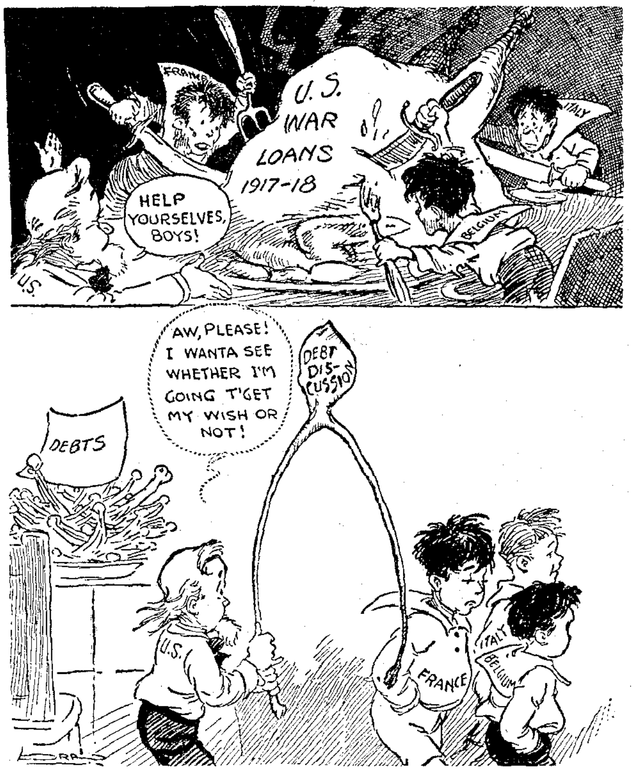
> "The United States surrendered claims of its citizens against France for wrongful seizures in return for the surrender by France of whatever claim it might have had against the United States for the latter's failure to fulfil the obligations assumed in the earlier treaties, especially the Treaty of 1778. The United States therefore having received a consideration for its refusal to prosecute the claims of its citizens thereby took the place, with respect to the claimants, of the French Government, and virtually assumed the obligations of the latter."

Since 1802, when the House of Representatives appointed a committee to investigate these claims, various attempts have been made by the claimants and their heirs to obtain settlement, but all were rejected for one reason or another. It was not until 1827 that the State Department supplied complete documentary proof of the claims. In a report made to the Senate in 1884, Senator Hoar, of Maine, declared that up to that time forty favorable reports had been made to the Senate Committee on Claims. On two occasions a bill for the relief of these claimants passed both the Senate and the House, but one was vetoed by President Polk and the other by President Pierce. These vetoes, however, did not cause claimants and attorneys to cease their activities.

In 1885, Senator Hoar reported favorably from the Senate Committee on Claims a bill directing the United States Court of Claims to examine and determine the validity and amount of all French Spoliation Claims, and report upon them. This work was not completed by the Court until 1905, twenty years later. Meanwhile Congress had appropriated exactly $3,910,860.61 for the settlement of the claims approved by the Court. Of the claims, amounting to $3,253,069.20, now in the bill awaiting action in the Senate, insurance companies' claims amount to exactly $1,939,805.11.

In previous dealings with this matter, Congress has refused to admit the legality of a large number of claims of insurance companies. In 1896, President Cleveland took the position that insurance companies were not entitled to restitution because of the nature of their business. Said the President in his veto message:

> "These insurers, by the terms of their policies, undertook and agreed to bear and take upon themselves all risks and perils of the sea, men of war, fires, enemies, thieves, surprisals, sinkings at sea, arrests, restraints and detainments."



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THEY SEEM TO HAVE LOST ALL INTEREST IN THE BIRD

—Orr in the Chicago *Tribune*.

The various questions that have arisen in the century of debate in Congress on the subject are: Were the damages sustained during an actual war between the United States and France? Was responsibility for the settlement of these claims ever assumed by the United States? Were the claims ever provided for in any treaty between this country and France? Should the United States Government repay to the heirs of a person insured the insurance premium originally paid for protection?

These are questions which the short session of the present Congress probably will consider. Inasmuch as former Congresses have approved and paid a large number of claims, and President Taft twice recommended that the claims be settled, it is believed in Washington that the present bill will pass. Whatever opposition to it crops up, it is said, will be based upon the particular claims of insurance companies. But, as President Coolidge reminded us in his recent message to Congress:

> "The Congress has provided for the payment of many similar claims. Those that remain unpaid have been long pending. The beneficiaries thereunder have every reason to expect payment. These claims have been examined by the Court of Claims, and their validity and amount determined. The United States ought to pay its debts. I recommend action by the Congress which will permit of the payment of these remaining claims."

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

Mere cash seems to mean nothing to the lords of Cashmere.—*New York Herald Tribune.*

Prohibition is working smoothly now, and the only job left is to stop the sale of liquor.—*Easton Express.*

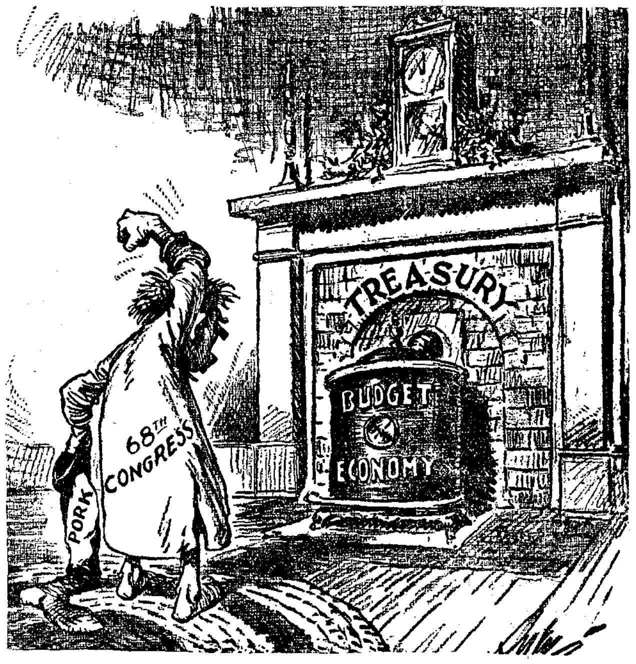
The effort to exterminate our wild life seems easy for everybody except the grand jury.—*Oil City Derrick.*

Mix tin and copper and you have bronze; mix tin and brass and you have a road hog.—*Eugene (Ore.) Guard.*

If Pittsburgh is to have a skyscraper college, why let professors' salaries remain the bungalow type?—*Brooklyn Eagle.*

There may be enough power in the atom to lick the world. There is in the up-and-at-'em.—*Corvallis (Ore.) Gazette-Times.*

A. B. See of Brooklyn has written a book against the education of women. ABC will find the country pretty DEF to his views, we suspect.—*Houston Post-Dispatch.*



YOU CAN'T PLEASE EVERYBODY

—Sykes in the Philadelphia *Evening Public Ledger.*

It's fair enough. The Reds have too much cheek, and the cheeks have too much red.—*Bethlehem Globe.*

Another place where Government should protect American citizens is in America.—*Medford Mail-Tribune.*

It seems very difficult to throttle the opium traffic with one hand while taking the profits with the other.—*Harrisburg News.*

"Let your conscience be your guide," says Mr. Coolidge. And that, we may observe, is more elastic than a flexible tariff.—*Columbia Record.*

Looking back over the last several months, we'd say that one piece of our Presidential timber was mostly bark.—*Antelope Valley News.*

We have just read something from a man who objects to monuments being erected to dead politicians. As for us, the more monuments of that sort, the merrier, say we.—*Columbia Record.*

Our foreign policy seems to be that we won't belong to anything but are perfectly willing to butt in.—*Columbus Ohio State Journal.*

Looney gas is being prohibited in one State after another, yet people are going right ahead electing Congressmen.—*Philadelphia North American.*

It is a wise thing to exclude the European criminals from our shores, where it is very likely their morals would soon be corrupted.—*Columbia Record.*

Cross-Word Puzzle: A 3-letter word meaning 48 cents' worth of material made into a $35 feminine head covering.—*Associated Editors (Chicago).*

We gladly give publicity to the rumor that the Free State has offered to give way on the boundary question if Ulster will only keep Mr. de Valera.—*Punch.*

"There are 1,270,000 statutes and ordinances in the United States." A million of them could be repealed if everybody were to observe the Golden Rule.—*Toledo Blade.*

A gentleman named Griggolewig Asojedoffski has been arrested in Berlin for forgery. Well, you can hardly blame him for not wanting to sign his own name.—*Punch.*

The Soviet is concerned to get its bread and meat, but not its deserts.—*Wall Street Journal.*

Mayor Hylan won't dig subways, but he certainly can make the dirt fly.—*New York Herald Tribune.*

The palms that delight at a winter resort are perpendicular, not horizontal.—*Wooster (Ohio) Daily Record.*

It takes a lot of nerve for civilized folk to smile because the savage barters valuables for beads.—*Altoona Tribune.*

It is estimated that 87 per cent. of those who pity themselves haven't much else to do.—*Lancaster Examiner-News Era.*

"The king can do no wrong"—in fact, he can't do much of anything now except abdicate.—*Memphis Commercial Appeal.*

A London magistrate has stated that the secret of long life is hard work. Some men are too conscientious to take advantage of another man's secret.—*Punch.*

Mr. A. proved that hush money sometimes talks louder than any other kind.—*New York Herald Tribune.*

Running ships without sails is all right, but the real need is a way to run them without a deficit.—*New York Evening Telegram.*

Will the Literary Digest in its next national poll kindly include that momentous question, "Is there a Santa Claus?"—*Detroit News.*

Anyway, there is some consolation in knowing that it is almost impossible to transmit a cross-word puzzle by radio.—*Hudson Dispatch.*

London debs are wearing rainbow dresses. Hoping, probably, that there'll be a pot of gold at the end of the trail.—*New York Herald Tribune.*

All London is agitated about a picture painted by a grocer. London should see some of the pictures painted by an American real estate agent.—*Abilene (Kans.) Reflector.*

The fellow who used to sell lightning rods is now a stock salesman who makes us believe it is oil that will be struck.—*Mobile News.*

Four ages of man: Bossed by mother; bossed by sister; bossed by wife; bossed by daughter.—*Wooster (Ohio) Daily Record.*

Maybe Hiram Johnson is maneuvering himself into a position to criticize President Coolidge for talking so much.—*Columbus Ohio State Journal.*

The only gleam of humor we have had from the Soviet Government is the claim that it has been insulted.—*Boston Shoe and Leather Reporter.*

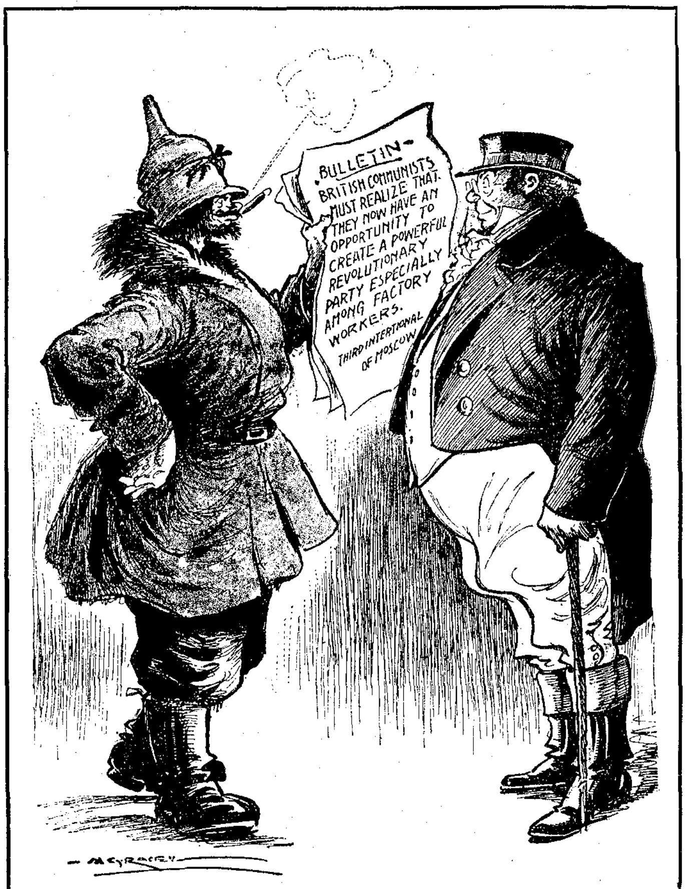
When the time comes for the meek to inherit the earth, it is likely it will be in such a condition that nobody else would have it.—*Columbia Record.*

Having several hundred of its own, the United States Shipping Board declines to become excited over Germany's sailless ship.—*Norfolk Virginian-Pilot.*

It is predicted that golf by electric light at midnight will be the next American craze. A similar novelty that occurs to us is golf by sunlight at midday in this country.—*Punch (London).*

THE RED PERIL IN FRANCE

"THE GOVERNMENT WILL COMBAT Communism," declared Premier Herriot in the Chamber of Deputies on the day he received a vote of confidence of 318 to 196, and he added: "We are for the Republic with its principles and doctrines, and have confidence in the virtue of the people." For all that some Paris press correspondents speak of the danger menacing the Herriot Government because of the revival on a big scale of Communist agitation simultaneous with the coming to Paris of the first Bolshevik envoy, Ambassador Krassin. Herriot is not suspected of having Communist sympathies, but there is a feeling that he is not strong enough to meet the new onset of the Reds, which is linked up with France's recognition of Soviet Russia. According to some, Mr. Herriot's weakness is that at every turn he must depend upon the unified Socialists in the Chamber, for altho the Socialists and the Communists are opposed to each other, the Socialists in principle repudiate repressive methods of any government. Meanwhile, we are advised that Mr. Herriot's position is further endangered by the opposition of the Clericals, who resent his policy toward the Vatican, and Brest dispatches relate the following:


BULLETIN
BRITISH COMMUNISTS MUST REALIZE THAT THEY NOW HAVE AN OPPORTUNITY TO CREATE A POWERFUL REVOLUTIONARY PARTY ESPECIALLY AMONG FACTORY WORKERS.
THIRD INTERNATIONAL OF MOSCOW

BRITAIN'S SECOND FRUITS OF RECOGNITION

JOHN BULL: "By Jove! Is this your idea of friendly reciprocation for a friendly act? What!"

—*The Daily Star* (Montreal).

"Many thousands of Catholics of Northern Finisterre, grouped according to localities with mayors and priests at the head, paraded at Le Folgoet under the escort of war veterans as a demonstration protest against the Government's alleged anti-clericalism. The paraders sang hymns to the accompaniment of several bands.

"Following the parade the demonstrators listened to addresses by Breton members of Parliament, who urged resistance to 'Freemason persecution.' Resolutions were adopted expressing the determination of the Catholics to have religious peace. Maintenance of the Vatican Embassy was also demanded, as was the observance of the pledge that Alsace-Lorraine be allowed to continue under the arrangement which provides subsidies for churches and religious teaching in the schools.

"Speakers declared the Catholics who fought in the late war would not accept class legislation and demanded the abrogation of unjust laws. The Catholics were exhorted to organize in defense of their liberty."

But just as Mr. Herriot was being pictured as caught between the Communists and the Clericals, we learn from Paris dispatches that the heavy defeat of the Communists in the German elections is calculated to hurt their cause everywhere, especially in France. French Government circles are reported as declaring that the Communists are not nearly so strong in France as the Opposition press would have us believe, and the "highest Government sources" are said to have indicated emphatically that the Communist movement is "of very small importance." According to some correspondents this statement is confirmed by the police and by general observation. The Herriot Government is said also to be pleased with the defeat all sorts of extremists suffered in the German elections, which one of its officials is reported as calling "a justification of the peace policy which the present French Government has pursued, and of the work done by all the nations at Geneva." Meanwhile, as an indication of Mr. Herriot's offensive on Communism, Paris dispatches inform us that:

"The French Government's secret police pushed sixty foreign Communist agents over the French frontiers and announced a policy of weeding out foreign agitators in line with Premier Herriot's belief that the menace of a Red peril comes rather from foreigners than from French Communists.

"Those who were expelled on warrants signed by the Minister of the Interior comprised forty-three Italians, seven Belgians, six Poles, one Yugoslav, one Swiss, one Swede and one German.

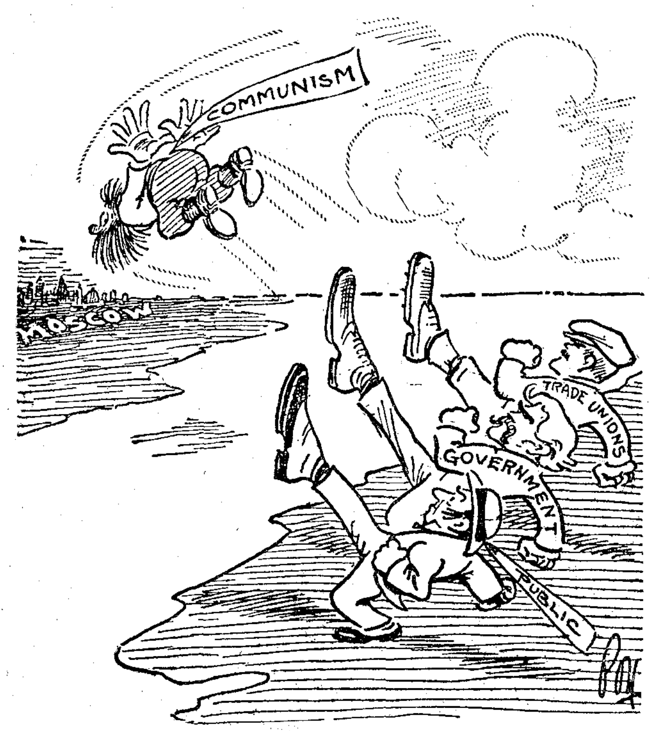
"All those deported were organizers of the Communist 'centers' or adherents of the 'Lenin Communist School' at Bobigny, where Red propaganda and plans for the disorganization of the bourgeoisie was taught in the classrooms. The Government purposes to watch foreigners closely and to expel any who are found to be mixed up in any revolutionary movement.

"The names of the persons expelled from the country were not made public, but it is not believed that any very prominent Communist leaders were among them.

"The Communists are showing no alarm. None of their wide-spread organizations has been troubled, as far as is known, and their organ, *Humanité*, continues to denounce the Government and to caution Red adherents to be ready for action at any moment. The police seized a number of documents in Saturday's raid on Soviet headquarters at Bobigny. *Quotidien*, Premier Herriot's organ, prints a full page of what purports to be Communist 'Confidential Circular No. 128.' It is dated November 22 and addrest to the French Communists, apparently by the French Communist headquarters.

"The circular contains detailed instructions to Communists for recruiting and gives them arguments to put forth to convince persons who are hesitant to join the organization. But particularly it urges secrecy in spying and persistent, insidious activity.

"Women, it declares, should be told that Communism promises equal pay and better treatment for them and an allowance during childbirth. It says youth should be promised money for education and that discontent should be fostered everywhere under the new organization of 'cells.' Special instructions are given



THE UNDESIRABLE ALIEN

"Send him back where he belongs!"

—*The Weekly Dispatch* (London).

for a regular census on automobiles and all stores of arms and ammunition."

While France's recognition of Soviet Russia has subjected Premier Herriot to severe criticism, it is of interest to note "a number of important factors of external and internal character," which are said to have brought France and Soviet Russia together, as they are told to a Special Correspondent of the Moscow *Pravda* by the Soviet Ambassador to London, Christian G. Rakovsky. This Soviet authority is quoted as saying:

"Among the factors of an internal character I shall mention, first of all, the urgent necessity for France of commercial relations with the Soviet Union. How much this necessity is making itself felt is clearly evident if only from the fact that the commercial dealings between the U. S. S. R. and France within the last year have considerably grown, notwithstanding the fact that even within the last few months there has not been any official or semi-official Soviet commercial representative in Paris, or even an office of 'Arcos.' In this period France purchased from us great quantities of grain, manganese, raw silk, petroleum, and other merchandise. The Russian oil is a particular attraction for France, for nowhere in the French colonies is there any source of petroleum not to mention its lack in France itself. To make arrangements for some way of getting at our Caucasian oil is therefore an immediate necessity for French economic life.

"Furthermore, French industry is now faced with the most imperative question of finding markets. After the union of Lorraine with France, the latter became the first country in Europe in its resources in iron ore. The growth of the metallurgical industry by reason of this addition naturally makes it necessary to seek new fields for sales."

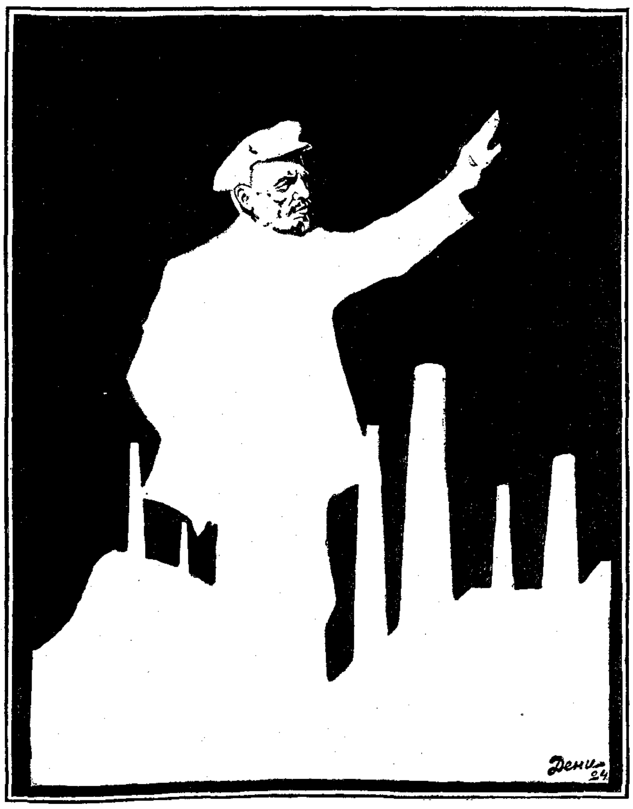
As to reasons of external character which hastened France's recognition of Russia, Ambassador Rakovsky argues that:

"We are forced to observe that France's calculations with respect to the Little Entente have resulted in failure. In spite of the fact that the members of the Little Entente officially continue to remain in alliance with France, in spite of the fact that the former French Government sank hundreds of millions of francs in the task of arming them, it is a fact that political circles in France are fully convinced that France has not found the wished-for dependable support against German militarism, in these newly hatched republics or other little states that shot up like mushrooms after the war. It is natural that the course of events has again shifted the feelings of various social classes in France to their former sympathies. The growth of the Russophile tendencies is increasing by reason of the fact that the Union of Socialist Soviet Republics, now in control of the former territory, the former strategical and geographic resources, the former tremendous human reserve of Tsarist Russia, has been freed from the Tsarist Government, which, being itself completely possest by predatory ambitions, forced France on the road of chauvinism and war. The guaranties of peace offered by the Soviet Government are incomparably greater than those offered by the Tsarist Government, and this is particularly important in the period of bourgeois pacifism, personified in the Herriot Government."

Amid all the favorable and adverse criticism of Soviet Russia and amid all the attempts to explain and justify it, a statement is frequently made that if the Soviets wish to succeed they must get rid of the incubus of the Third International. An authoritative comment along this line is uttered by George Bernard Shaw in reply to a request of the Moscow *Isviestia* to deliver a pronouncement on the Russian question. As quoted in a London dispatch to the New York *Times*, this letter, which Mr. Shaw gave out in that city to a Labor newspaper, *The Daily Herald*, reads in part as follows:

"From the point of view of the English Socialists the members of the Third International do not know even the beginning of their business as Socialists, and the proposition that the world should take its orders from a handful of Russian novices who seem to have gained their knowledge of modern socialism by sitting over a drawing-room stove and reading of the pamphlets of liberal revolutionists of 1848-70, makes even Lord Curzon and Mr. Winston Churchill seem extreme modernists in comparison.

"Until Moscow learns to laugh at the Third International and realizes that wherever Socialism is a living force instead of a dead theory it has left Karl Marx as far behind as modern science has left Moses, there will be nothing but misunderstandings in which the dozen most negligible cranks in Russia will correspond solemnly with the dozen most negligible cranks in England, both of them convinced that they are the proletariat and the revolution and the future and the International and God knows what else."



A GERMAN-AMERICAN RADICAL VIEW

"The Spirit of the new Russia."

—*New Yorker Volkszeitung.*

AUSTRALIA AND NEW ZEALAND HAIL THE BRITISH ELECTIONS

AN UNQUESTIONABLE CONCLUSION drawn by various Australian and New Zealand editors is that the sweeping Conservative victory in the British elections shows the attempt of the Russian dictatorship "to Bolshevize England through the agency of an accidental Labor Government has been foiled." The Australian conservative view may be gathered from the remark of the Sydney *Daily Telegraph* that idealism is a great thing so long as we do not let it run away with us in the region of practical politics, and it adds that "an idealism that aimed at lifting Russia out of the slime by giving loans to the leaders of Bolshevism, while at the same time neglecting the just claims of Britain's own Dominions, is a delusion and disaster." This journal continues:

> "It is against such idealism as this that the practical-minded people of Britain have spoken. The victory for the Conservatives reflects that ingrained, cool-headed conservatism that has stood to Britain in the past, and will be her sure shield in the coming days.
>
> "Britain still prefers the Union Jack to the Red flag, and in its folds the hopes of the nation—and we believe we can also say the best hopes of the world—are wrapt up.
>
> "So far as Australia is specially concerned we can breathe freely once more. In trade, in defense, in everything that is vital to us as a nation, the result of the British elections means a tremendous gain. . . .
>
> "But while the MacDonald Government was in office, no matter how it got there, the example of England was quoted with more or less effect to show that Socialism could safely be trusted with the Empire's destinies. And there followed the argument that if the British people found a Socialist Government satisfactory, why should it be otherwise in the Dominions?
>
> "That argument can now be turned round. If the British people, after a trial of Socialism in office, at the first chance ejected it as a danger to the Empire, why take the risk of one here?"

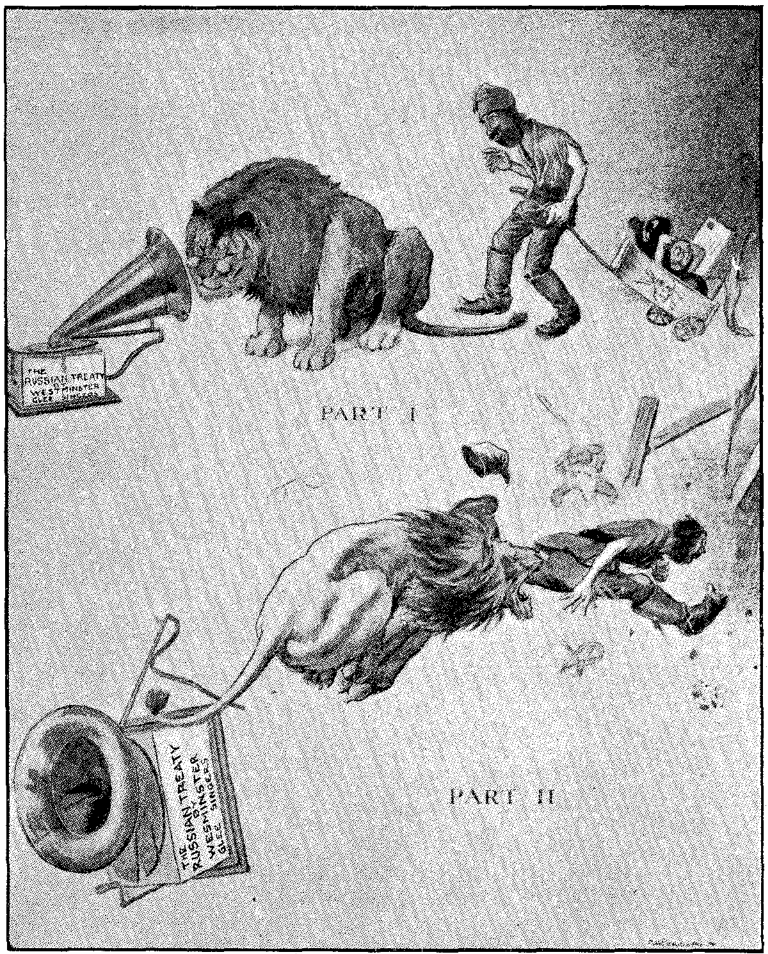
Of somewhat similar mind is the Sydney *Morning Herald*, which believes the tremendous national vote for Mr. Baldwin and his party registers public confidence in the Conservatives to stem the drift toward foreign affairs "which included internationalism and Bolshevism, as well as the League and carrying out of the Peace Treaty," through the neglect of home and Empire problems. This daily gives it as its positive belief that:

> "The country is sick of internationalism and its false sentiments, and it wants peace, which the internationalists have forsworn, and security and stable Government, which are the last things they aim at. The road to international peace lies not in the direction Labor was taking—the encouragement of revolutionary propagandists, and the deliberate weakening, in the name of international disarmament, of the British Navy. Britain had already reduced armaments to the limit of safety; yet, in face of the increased naval building of other Powers, Labor determined that Britain should disarm still further. And this despite the truth, recognized all over the world, that the sole hope of the League of Nations lies for the present in the maintenance of its British support!"

According to the Brisbane *Courier*, from the point of view of the Dominions and probably of Britain, the greatest issue of the election was Empire trade and preference, and it observes:

> "A year ago that great problem was lost in the dust that Liberal leaders raised about taxing the breakfast table. In the months that have intervened since that election Britain has learned from every one of the Dominions what the rejection of Empire preference would mean to British trade; and doubtless hundreds of thousands of electors who voted against the Conservatives last year voted with them this year because they have realized what Empire preference really means. The result of the election will certainly mean the reestablishment of Empire preference, the M'Kenna duties, and a decided improvement in the trade and defense of the Empire."

The Brisbane *Daily Mail* also recalls that the Conservative strength, which dwindled sadly in December, 1923, on account of the "breakfast table" scare of Protection, is now restored so that procedure in the House of Commons to carry out their pledge of Empire preference will be greatly simplified.


THE RUSSIAN TREATY BY WESTMINSTER GLEE SINGERS
PART I
THE RUSSIAN TREATY BY WESMINSTER GLEE SINGERS
PART II

NO LONGER HIS MASTER'S VOICE

—*The Bulletin* (Sydney).

Turning to the New Zealand press, we find the Wellington *Dominion* saying:

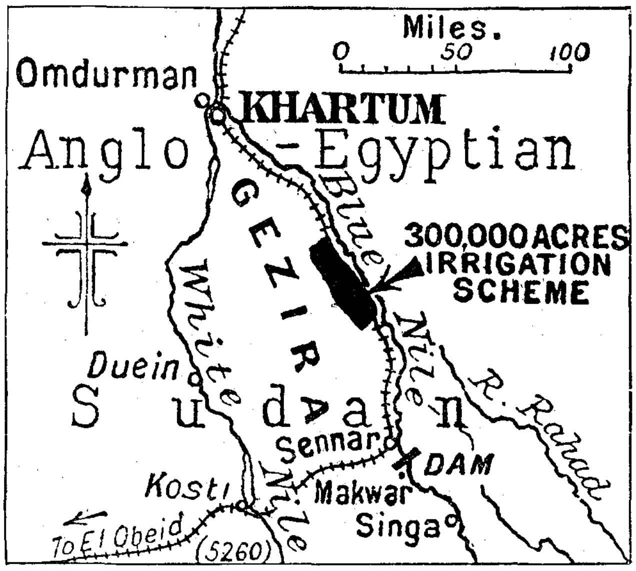
> "No one has recognized more clearly than Mr. Baldwin that the problems of relieving unemployment and establishing better industrial and social conditions in Great Britain are inseparably associated with those of promoting inter-Imperial development and trade. When, recently, he outlined the program of his party, his last word on the subject of unemployment was that the Conservative policy was 'to cooperate in every way possible with the Dominions and Crown colonies for the development of Empire resources, the promotion of settlement within the Empire and the expansion of inter-Imperial trade.'"

The Auckland *Weekly News* alleges that Labor manifested ignorance and indifference about the Empire and therefore it welcomes the victorious return of the Conservatives, saying:

> "Mr. Baldwin will be able to take up where he left them his plans for agricultural, industrial and commercial development. The Empire as a whole will profit. Its defense will be no longer neglected or given merely perfunctory attention. Naval bases abroad will be strengthened. As for India, Australia and New Zealand, they will be saved from the fears aroused by Labor's abandonment of the Conservatives' policy of establishing the Singapore base as a capital-ship rendezvous and refitting station."

WHERE WATER FOLLOWS BLOOD IN THE SUDAN

THE BRUTAL MURDER of Maj.-Gen. Sir Lee Stack, Governor-General of the Sudan, and Sirdar of the Egyptian Army, who was also a distinguished officer of the British Army, resulted, as we know, in the issuance by the British Government of divers peremptory demands upon the Egyptian Premier, Zaglul Pasha. Among these demands was one calling for a great flow of water, we are told, as if in part atonement for the shedding of the Sirdar's blood, and it requires that the Egyptian Government shall "notify the competent department that the Sudan Government will increase the area to be irrigated at Gezira from 300,000 feddans to an unlimited figure as need may arise." The scheme for the irrigation of the Sudan Gezira, on which work is in progress, and which is expected to be completed in 1926, as the London *Times* points out, contemplates the bringing under cultivation (mainly of cotton) of 300,000 feddans, or acres, lying in the great Gezira plain stretching along the Blue Nile, south of Khartum between latitudes 14 and 15 North. This newspaper further relates:



ONE OF THE WORLD'S GREAT ENGINEERING FEATS

Involves the irrigation of the Sudan Gezira, which will provide for bringing under cultivation, mainly of cotton, of 300,000 acres.

> "The scheme, which makes provision for future extensions covering an area of 1,000,000 acres, comprises a dam at Makwar, a main canal 62 miles long, 535 miles of minor canals, 3,125 miles of subsidiary canals, and 5,625 miles of field canals. The storage reservoir of the dam will reach as far as Singa, 58 miles up-stream from Makwar, and will have a capacity of 22,896,000,000 cubic feet of water. The dam is constructed of granite built on a bed of crystalline rock which outcrops in the river at Makwar. Its length is nearly two miles and its maximum height nearly 90 feet. When completed it will be one of the greatest engineering constructions in the world."

The cost of the project, we are told, is being met by loans raised in England and under Government guaranty to the amount of £13,500,000. The construction of the field canals is being undertaken by the Sudan Plantations Company, which has much experience of cotton cultivation in this area, and we read further:

> "It is proposed to divide the 300,000 feddans, or acres, into 20 stations of about 15,000 acres. The immensity of the Plantations' undertaking may be grasped when it is remembered that the cotton area is about seven times the size of the largest singly-held cotton-growing concern in America.
>
> "It should be added that the Gezira plain has an area calculated at about 10,000,000 feddans, of which some 3,000,000 are capable of growing cotton of high quality. The irrigation scheme at present being carried out is restricted to the use of water surplus for Egypt's requirements, and further extensions would only employ water which would otherwise run into the sea as waste."

Incidentally, it is interesting to observe that while the Stanley Baldwin Conservative Government received much praise in various sections of England for its prompt demands on the Egyptian Government, a severe criticism of the British Government's procedure comes from no less substantial authority than the London financial weekly, *The Statist*. The murder of a distinguished officer, it concedes, certainly demanded swift and resolute action, and it adds:

> "The Government were only fulfilling an elementary duty in their peremptory demand for apology, indemnity and retribution—a demand which was readily conceded by the Egyptian Government. But the superadded commands for immediate compliance with Britain's wishes in regard to those questions which had hitherto been the subject of peaceful negotiation betray an intemperate haste.
>
> "The death of the Sirdar and Governor-General of the Sudan occurred at midnight on Thursday. By Saturday the decision of the Cabinet had been taken. The Government might be commended for dispatch, had the ultimatum confined itself to the immediate fact of the crime, but haste is unquestionably the word to apply to a decision that extends the ultimatum to questions only remotely related thereto."

The Statist flatly declares that the claim that the question as to the area to be irrigated at Gezira "has an intimate connection with that of the crime will not bear examination." True statesmanship seeks the path of conciliation, this financial weekly avers, adding that "it is not impatient if negotiation is unduly protracted and it resorts to the crudity of compulsion only when every other resource is exhausted." We read then:

> "It was the use of force which lost the New England States to the Empire. It was methods of violence also that caused the expenditure of so much useless blood and treasure in Ireland. In India it is the same. It can be predicted without hesitation as regards Egypt that unless the Government, while continuing to suppress outrage with firmness, return to free and pacific negotiation on the reserved questions, their difficulties in that territory will be multiplied out of measure. So also will their difficulties in India, for the spark cast into the inflammable material of Egyptian nationalism will smolder throughout the whole Mohammedan world."

Pursuit of the policy initiated with the Egyptian ultimatum, *The Statist* maintains, is simply to make things easier for the propagandists of the Communist International, and it proceeds:

> "At this moment the Powers have before them a set of proposals, of importance without parallel in history, whose aim it is to have disputes between nations settled by compulsory arbitration, in the same manner as national laws resolve disputes between individuals. The hope of all men of sane thinking is that the proposals will be adopted in substance, and that enlightened peoples will come in time to cast out the barbarous and destructive spirit of war. No country in the world should take greater pains to nurse the new project for a lasting world peace than Great Britain, whose interests in international trade, in foreign services and foreign investments are greater and more wide-spread than those of any other nation. Few had more regard to Britain's need to set a world example of peace than a great Conservative leader of recent years, who made Tranquillity the watchword of his party and the guiding line of British foreign policy. It is the more distressing now to see his followers abandon that solid principle in a meretricious bid for speed in the solution of their problems."

The London *Economist* fears Britain's action leaves it suspected of "taking advantage of this tragedy in order to settle highhandedly, *in our favor*," questions which "can only be settled satisfactorily by mutual agreement in an atmosphere of calm and conciliation."

A MAHARAJA ON INDIA

BRITISH IGNORANCE about India is deplorable, we are told, tho the people of Britain are said to be not so indifferent to the country as they seem. Their minds are rather confused about Indian affairs, it is said, and their old conceptions of them are outworn, while no new conceptions have yet been formed. This admission is made by Wickham Steed, a distinguished British journalist, in the course of a talk with the Maharaja of Bikaner in London. The British people know vaguely, says Mr. Steed, that some years ago constitutional reforms were introduced in British India, and that a thing called "Dyarchy," which "nobody has ever understood," was part of it. They have heard that at Delhithere is a Legislative Assembly, Mr. Steed goes on to say, and that elsewhere there are a certain number of Provincial Councils in which "various sorts of obstruction are carried on, so that things have got into pretty much of a muddle, for which the suggested remedy is more muddle." Mr. Steed tells us then that they also know the name of Mr. Gandhi, whom they look upon as something between the leader of a boycott and a saint. The Sikhs, whom they fancied were first-class fighting men, seem to the British now to be making a lot of unnecessary trouble about shrines and other things, he adds, and also from time to time, the British hear that Moslems and Hindus are breaking each other's heads. This is Mr. Steed's opinion of the sum and substance of most Britons' notions about India. To these remarks, as recorded in the London *Review of Reviews*, the Maharaja replied, as follows:

"INDIA IS WORTH SAVING

For the Empire, not only for the good of the Empire, but for India," declares the Maharaja of Bikaner.

"That is something, but it is not quite enough to enable a great democracy like the British to follow events in India intelligently. You see there are 319,000,000 of us, about one-fifth of the entire human race. In our politics and religion we have at least as many complications as in Europe. Indeed, it might be well if the people of this country could learn to think of India not merely as one great Empire under the British Crown, but as a vast continent—something as hard to understand and deserving of as much study as Europe herself. Take one question alone, that of the frontier. As I said at the League Assembly, our border-line stretches from the Indian Ocean near Karachi to the confines of China and Siam. Much of that frontier is peopled by hardy and turbulent tribes, who know no law but the blood feud, no higher ambition than to raid the peaceful dwellers in the plains. By *tradition and instinct* we are a pacific people, and we know how disastrous to us might be any essential weakening of what many of our public men now call the 'British connection.' The Princes of India, whom I had the honor specially to represent at Geneva, know it too. But since they are Indian and live in India, they understand how swiftly the spirit of India has changed and is changing; and they wish it were possible for leading Englishmen to seek, in accord with leading Indians, means of preserving and even of strengthening the British connection and of associating the public spirit of India more fully with it."

The Maharaja declares it his sincere belief that the best interests of India and of Britain can be most firmly assured under the Crown and within the Empire. Therefore, he tells us, nothing has caused him more distress than the constant appearance of such catchwords as "The Lost Dominion," "Is India Worth Keeping?" "Do We Want India?" in the British newspaper press. Britain has need of India just as much as India has need of Britain, he maintains, and adds that the interests of the two countries are so closely intertwined that both must suffer if there is a rupture. He tells us also that he deplores the occasional talk of reaction, of the abandonment of the policy, embodied in the reforms, of steady progress toward responsible government, and of a reversion to an autocratic bureaucracy. Then in reply to an inquiry of Mr. Steed's about the Indian States and their position in the Empire, the Maharaja said:

"India is so often discust as if it consisted of a single homogeneous whole, instead of a vast continent with many interests—as if India consisted only of British India, and not of British India and the Indian States. One-third of India and, roughly speaking, one-fifth of its population are comprised in the Indian States. Several of them are as large as a major European State. For instance, Hyderabad embraces an area of 83,000 square miles; Mysore, 29,000, and Gwalior, 25,000. You will ask, what is an Indian State? I can not give you a better definition than that in the late Sir William Lee Warner's 'The Native States of India'—'A native State is a political community, occupying a territory in India of defined boundaries, and subject to a common and responsible ruler who has actually enjoyed and exercised, as belonging to him in his own right, duly recognized by the supreme authority of the British Government, many of the functions and attributes of internal sovereignty. . . .'

"It is sometimes said that the Indian States are islands of autocracy in the sea of growing constitutionalism of British India. Believe me, that is arrant nonsense. An Indian Prince would find it difficult to retain his position if his government was not in harmony with the ideas of the majority of his people. Some of the States have established constitutions not less liberal, *mutatis mutandis*, than that set up in British India under the Act of 1919. Great public works have been carried out and others of the first magnitude are in progress."

Further in his talk, the Maharaja urged that England send to India only her best men, for he believes there is still, and long will be, work for the Englishman in India. That work may not be quite so interesting as in the past and there may not be the same possibilities for personal enterprise, he admits, but goes on to say:

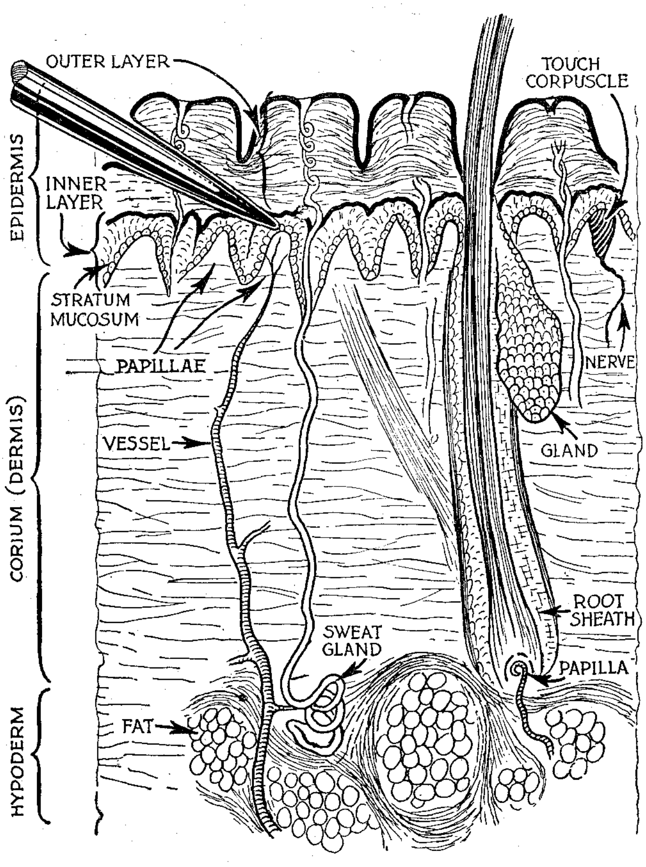
"Conditions have changed and there is, unfortunately, a good deal of race antagonism. But these are not circumstances which need deter the best products of the Universities from embarking on an Indian career, not merely on account of the material attractions it offers, but in the old missionary spirit of Munro and Elphinstone, which will look to service for India and sacrifice for the Empire for its reward rather than to high pay and good pensions. When you get such men, do not cramp them unduly with secretariate work; leave them freer to go among the people and learn their wants at first hand. That may lead to some sacrifice of paper efficiency, but it is worth it; in India efficiency is not everything; the personal touch goes an immense way. . . .

"Let me once more insist that the strongest force in India to-day is this irresistible impulse toward responsible government and full national status. No system of government, however efficient from the administrative standpoint, can be durable which does not take continuous account of it."

SCIENCE - AND - INVENTION

HOW TO TAKE CARE OF THE SKIN IN WINTER

"HOW TO WASH YOUR HANDS" is the intriguing title given to an article contributed to *The Popular Science Monthly* (New York, December), by Dr. Charles Mallory Williams. Dr. Williams, however, gives us much more advice than this. The man who suffers tortures in cold weather from chilblains, itching arms and legs, cracked and chapped hands or lips, and all the rest of it, is simply troubled with lack of knowledge. He not only does not know how to wash his hands in winter, but he does not understand the general care of the surface of his body at this season. Dr. Williams's advice, reduced to lowest terms, is simply keep your skin warm and keep it soft and flexible. To frequent bathers in cold weather he gives the celebrated advice of Mr. Punch to persons about to marry, namely—"Don't." Hot baths remove the natural oils from the skin and facilitate dryness with the accompanying scaling and itching. Persons who suffer in this way should avoid getting dirty as much as possible, and wash or bathe in cool water, as infrequently as sanitation permits, and with sparing use of soap. Writes Dr. Williams:



THE STRUCTURE OF YOUR SKIN

Beneath the protective outer layers are the oil and sweat glands that keep the skin soft and pliable. Too frequent washing with hot water and soap dries and cracks the skin in cold, windy weather.

"One cold day last winter a man came into my office complaining of troublesome itching of his hands.

"'I suffer this way whenever we have a cold spell,' he told me. 'At other times I am not bothered. I don't know how to account for it.'

"On examining him I found the skin very dry, with a few tiny scales where he had scratched. The skin was extremely irritated, but there was nothing radically wrong with the man. He simply didn't know how to wash himself in cold weather. He had exposed his hands to the cold and wind until they had become dry and scaly. Then he had aggravated this condition by further drying his skin with hot water and strong alkaline soap.

"Few people understand how to protect and care for their skin in the cold of winter. The result is evidenced in the increasing prevalence of chapped hands and wrists, cracked lips, itching legs and chilblains in these days of silk hosiery, low shoes, liquid soap, and paper towels.

"What happens when you go out into the cold? First, the blood-vessels contract, causing pallor; the skin feels cold and shriveled. Then, if you are fortunate enough to have good circulation, the blood-vessels dilate again, causing a flushing and a feeling of warmth. At the same time, the secretion of sweat is checked, to prevent loss of heat that would be caused by evaporation of the water. The skin becomes dry, partly because less sweat is secreted, and partly because what little sweat still is formed is evaporated rapidly by the warmth of the body and the dryness of the winter air.

"If the exposure is repeated often, the outermost layer becomes more horny than usual, and probably there are changes also in the oil glands. All these alterations are increased by wind. The skin of the hands, especially over the knuckles, becomes a little thicker than usual, and feels dry and harsh. Fine scales appear on the surface, and if these are not shed as they normally would be if they had not been toughened by the cold, they turn a dirty gray.

"This change in color appears especially over the elbows and knees, and on the skin of the legs just above the shoe-tops. You needn't try to wash this dirty color off, for you will only make the skin tender and help to chap it. The dry, thick skin is not so flexible as usual. Cracks appear over the joints, especially the knuckles, and there begins an itching that may make your life a burden."

Wet cold has a somewhat different effect. If you are run down or if your circulation is poor, long exposure to cold and wet may lead to chilblains. These are dusky swellings in the skin, usually on the feet, which itch and burn abominably when the skin is warmed, but which become fairly comfortable when the skin is cold. They are tender and sensitive, easily injured, and when once they start they are likely to last until warm weather comes. Says Dr. Williams:

"If you want to avoid all these extra woes of winter and early spring, you must begin by protecting your skin as far as possible. First of all, don't let it get cold. Fortunately, your face is tough, and probably won't give you much trouble, unless you are curst with a particularly sensitive skin—then you may get cracked lips, if you aren't careful. Wear woolen or fur gloves, if necessary. Above everything, protect your feet from the wet. You may have considerable trouble even if you stay in the house. There it is excessive dryness that you have most to fear.

"I remember one patient, troubled with skin irritation, who couldn't account for the fact that her skin was like parchment, her hands and wrists chapped, and the linings of her nose and throat dry.

"On questioning her I found that in the heating apparatus of her home there was no provision whatever for supplying moisture to the air. Any means you can improvise to keep the air of your house and office moist, will help to prevent chapped hands.

"Protection of the skin means more than wearing warm clothes. One of the most important things to guard against is an excessive use of strong soap. Strongly alkaline soaps, notoriously injurious to the skin, are doubly so in cold weather. Even good neutral soaps may be too strong for a very dry skin, and there are many people who find it impossible to take a hot bath more than once a week in winter on account of the intolerable itching it produces. A cool bath is better, for it does not remove so much of the natural oil of the skin.

"If you find that a hot bath with soap makes you itch all over, and especially where the clothes rub or press upon the skin, try a warm bath without soap, and if you are still uncomfortable, try, the next time, a cold bath.

"You can avoid a good many washings of your hands by keeping them clean in the first place. Wear gloves whenever you have a dirty job to do.

"Wash with warm, rather than hot water, rinse the soap off completely, especially if it is liquid soap, and dry the skin quickly and thoroughly immediately afterward. A wet skin is a cold skin, and a cold skin chaps. In using paper towels be sure they are sufficiently absorbent. A clean, soft, dry towel is the only kind that is really satisfactory.

"After washing, rub in a little of a good hand lotion. One of the best known is a mixture of equal parts of glycerin and rose-water. Some find that glycerin is very irritating. A lotion that can be used by almost every one is an emulsion of olive oil made up with tragacanth. A small quantity of this should be put on the skin and rubbed in until it disappears.

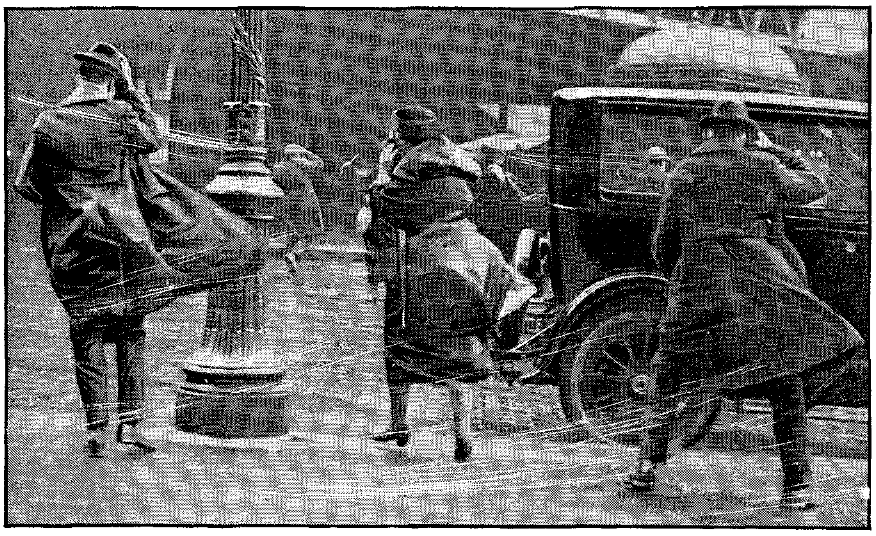
"In some cases a good cold cream or similar preparation will serve better than any lotion. Some people, too, find that pure olive oil does as well as anything. Whatever is used should be applied after every washing, before going out into the cold, and again on coming in. It is better to use a little very often than to use a great deal once or twice a day.

"Next to the hands, the part most frequently affected probably is the six inches of skin above the shoe-tops. There are two reasons for this: first, it is often insufficiently protected by clothing; and, second, the circulation in the lower part of the leg is very often sluggish.

"Keep the legs warm by proper clothing, and help the circulation by proper exercise. For a local application, the lotions and cream above mentioned are useful. Also there is an old-fashioned country remedy that often is successful. This is to rub a little mutton tallow into the skin when dressing, then cover with tissue paper and draw up the socks or stockings over the paper."

Frostbite is next considered by the doctor. This is a real freezing of the skin, and fortunately is not common except, perhaps, in the most northern parts of the country. The bodily extremities are most apt to suffer—the ears, toes, and fingers, and then the nose and cheeks. The first sign of trouble is often the loss of feeling. The skin becomes white and feels harder to the touch. If the trouble is discovered soon, it can be cured without ill-effects, altho a part once frostbitten is usually sensitive to cold for years afterward. To quote again:

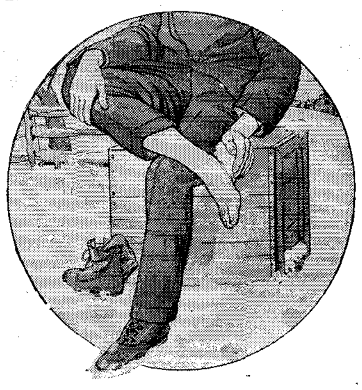
"If the freezing is allowed to continue, recovery may be impossible, and the affected skin, when it thaws, will become gangrenous and drop off. The treatment in such a case is of the greatest importance. The thing to remember is that the thawing out must be gradual. A rapid thawing, such as by wrapping the part in hot cloths or placing it in hot water, often will result in gangrene.



Illustrations by courtesy of *The Popular Science Monthly* (New York)

WINTER'S ICY BLAST IS THE FOE OF VELVET SKINS

Dr. Williams tells us how to repel its attacks.



"LIKE CURES LIKE"

Treating frostbite with snow.

"The old method of rubbing the frozen member first with snow is as good as it ever was. Gradually, as the flesh thaws out, the color will return and the circulation will be reestablished. If snow is not available, rub with cold water, and do it all in the open air, not in a warm room.

"No directions for the care of the skin, in winter or summer, would be complete without reference to your general health, for the skin is often a good index of a man's condition. Follow a varied diet, being particularly careful to include green vegetables and milk, which provide vitamines as well as nourishment; but avoid any excess, especially of sweets and meat. Ordinarily, in the United States, more harm is done by overeating than by undereating.

"Take eight hours' sleep every night, always rest half an hour before the hearty meal of the day. Last, and the most difficult to follow, take at least an hour's exercise in the open air every day. In other words, put yourself, and keep yourself, in the best possible physical condition, and you will be relieved of many of the annoyances that in their sum total make the difference between comfort and misery, between spontaneous cheerfulness and continual ill-humor."

WHAT GOOD WAS THE WORLD FLIGHT?

THE WORLD CRUISE has been a test of the reliability and endurance of the modern airplane, concludes Prof. Alexander Klemin of the Department of Aeronautics, New York University, as quoted in *Automotive Industries* (New York). Says *The Scientific American* (New York) in an abstract:

"The world flight showed that the fire hazard has already been largely eliminated. It has proved the reliability of the general fusilage design. It has indicated many possibilities for future development in the power plant. Except that for the long flights the fuel tanks were increased in capacity, the planes were stock models. This fact increases confidence in the ability of the airplane to become a practical, every-day method of travel. One hears objections to the large outlay for spare parts and motors. Distributed along the route were engines for six changes of motors and spare parts for fifteen Liberty motors and for eight planes. Along the water routes there were fourteen sets of pontoons, and on the land flight routes there were forty-two landing gears. Does this tend to show that the airplane is dependent on repair and supply? Yes. The fact that these were needed only emphasizes that in future, for long-distance flight, there must be complete ground organization, with fields, spares and mechanics, weather and radio service, naval and coastal stations. It was proved, in the opinion of Professor Klemin, that pontoons for seaplanes should be of metal, to minimize the soakage which, at Chittagong, India, prevented the planes from taking off. It is also evident that the doped linen or cotton covering for wings must yield to metal, probably duralumin. A third lesson is that ships for use in the tropics must be designed with a lesser loading per square foot, to compensate for the lighter atmosphere. The technical lessons regarding the planes, engines and equipment will take months to interpret. The flyers took copious notes and were not just flying for fun. There will be much invaluable data. Perhaps least valuable in its immediate implications, but most valuable in a deeper sense, is the effect of the world flight on the morale of the air service—the response to the spirit of enterprise and adventure that has brought the white races to the world supremacy that is theirs. In the days of Magellan there were doubtless people who said, 'Yes, but what good is it?'"

EINSTEIN'S ARITHMETIC DEFENDED

THE MAN WHO "FORGOT TO DIVIDE by two" was not Prof. Albert Einstein, as charged by Professor See, astronomer at the United States observatory at Mare Island, California, but another German named Soldner, who endeavored to make a calculation of the same sort over 100 years ago. So, at any rate, says R. H. Merrill, a consulting engineer, of Grand Rapids, Michigan, who writes to THE DIGEST from that city. Einstein's theory is that all knowledge of location or speed is relative. The only possible standard is the speed of light. Einstein says that the very mass of anything is dependent on its velocity, so that time practically becomes a fourth dimension. Professor See, in a statement quoted in THE LITERARY DIGEST for November 8, asserts that Einstein made a mathematical error in calculating the important equation describing the path of a ray of light. Says Mr. Merrill:

"Capt. T. J. J. See claims to have discovered an 'error of Einstein so securely hidden that it escaped all mathematicians of Europe for the past thirteen years.' Also that this error might have escaped notice for another century but for a discovery by himself on September 12, 1924, as an outcome of which 'we now have a correct method of calculating the bending of light by the sun's gravitation.' Professor See first accused Einstein of plagiarism, in the San Francisco *Journal*, in May 13, 20, 27, 1923, because he failed to give credit to a calculation made a century before by Soldner, who published in 1804 the same value for the deflection of a ray of light at the sun's limb as that obtained by Einstein, using the relativity hypothesis in 1916.

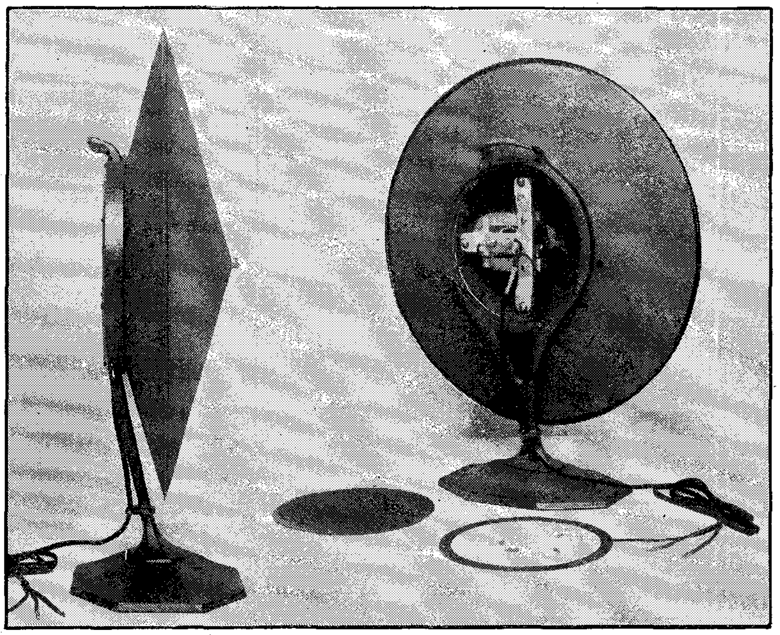
"In defending Einstein against this charge, it was shown, first, that Soldner's calculation involved an overlooked error, making the result just twice what it should have been under the Newtonian hypothesis. In 1911, Einstein, using a different method but assuming the same Newtonian principles, arrived at the same result as that given by the Soldner corrected calculation, namely, .87 second, a value about half that shown by subsequent observations. In 1916, Einstein applied his 'Generalized Theory of Relativity' to the same problem and obtained the value 1.75 seconds, or double the amount of the previous assumption and affording the basis of a crucial test. Subsequent eclipse observations have confirmed the larger value, and hence Einstein's hypothesis.

"Quotations from Professor See's address misstate the claims of the relativity advocates, who ungrudgingly admit the accuracy and sufficiency of the Newtonian equations for ordinary astronomical calculations. It is only in a very few instances that any difference between Newtonian first approximation and the Einstein generalization would be measurable. In this particular case, however, the values differ by one hundred per cent., and it was the calculation of one hundred years ago and not 'all the mathematicians of Europe for the past thirteen years' who neglected to divide by two."

HORNLESS LOUDSPEAKERS

A NEW HORNLESS LOUDSPEAKER is described on the radio page of *The Scientific American* (New York), in an article whose writer tells us that its efficiency approaches closely that of the headphones, long preferred by many radio fans to any form of loud-speaking apparatus. The popular conception of a loudspeaker, as given by the writer, is any sound-producing device equipped with a horn and used with a receiving-set. Thus, we find all kinds of horns used with radio receiving-sets and ordinary telephone receivers. In some instances one or both telephone receivers are clamped to the usual phonograph tone-arm, so that the phonograph horn may be used for projecting the radio music or speech. He goes on:

"Devices of this kind are merely makeshifts. The usual telephone receiver is designed for use as an earphone. That the same receiver may work with a horn, it is necessary to increase the stroke of the diaphragm, so to speak—and a greater volume of air is set vibrating. Thus, we overload the receiver, and some distortion is bound to take place.



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SIDE AND REAR VIEW OF THE NEW LOUDSPEAKER

"For sound volume comparable with the phonograph it is necessary to use one of the three classes of real loudspeakers. First, the plain electro-magnetic type, which are merely modified telephone receivers; secondly, the electro-mechanical type, in which the magnetic pull is not applied directly to the diaphragm, but to an armature which transmits the pull to the diaphragm through a series of levers and links, thus supplying mechanical amplification; thirdly, the electro-dynamic type, with its powerful magnetic field in which is placed a movable coil through which flows the audible current, and which is connected with the diaphragm.

"The plain electro-magnetic type is by far the most common to-day. Ability to vary the air gap is highly desirable, since, with powerful signals the gap must be increased so that the diaphragm will not strike the pole pieces and cause a hum or chatter.

"In the electro-mechanical type the electro-magnets actuate an armature, which in turn operates the diaphragm through a series of amplifying levers. The diaphragm may be of mica, bakelite, aluminum or any material other than iron. The electro-mechanical type takes care of powerful and weak signals alike, since there is no delicate air gap to adjust.

"Finally, the electro-dynamic loudspeaker makes use of a powerful electro-magnet with a small air gap, as well as a very small coil of fine wire attached to the diaphragm and free to move in the air gap. The little coil is connected with the radio set or amplifier. As the fluctuating current passes through this little coil, it sets up a magnetic field which reacts on the powerful magnetic flux surrounding the small coil, causing the latter to be strongly forced out or drawn into the powerful magnetic field. Thus the diaphragm translates the voice or music current coming from the radio set into audible signals. The slightest current through the little coil results in considerable movement, which means loud signals.

"The electro-dynamic loudspeaker has several points in its favor. It is capable of great sound volume for a given input of energy. It will not blast or buzz as a result of excess current. It will take care of weak signals as well as powerful ones, without adjustment."

The novelty of radio reception having worn off, says the writer, the audience has developed quite a critical ear. Radio engineers

Springfield, Missouri

have not been slow to realize the growing insistence on real music from receiving-sets, and this is reflected in many of the present-day loudspeakers. Radio engineers have come to realize that the usual horn type has its limitations, in that a horn that would reproduce accurately the full range of the musical scale, particularly the low notes, would be too large for ordinary use. He goes on:

"The present trend seems to be in the direction of hornless loudspeakers on the one hand, and multi-loudspeaker units of different ranges of pitch, on the other. The former gets away from the resonant effect of the usual horn, while the latter makes use of two or more horns, each of a certain range of pitch. The voice or music currents will automatically select that horn and diaphragm best suited for the pitch to be reproduced.

"The new hornless loudspeaker projects the sound in all directions, and individuals may sit at the sides of the instrument and hear almost as well as those directly in front or at the rear. The sound projector consists of two cones having their bases cemented together. The apex of one cone is connected by a driving-rod to an electro-magnetic unit that responds to current impulses from the radio receiving-set. The whole stands approximately twenty-one inches high and weighs seven pounds. No additional batteries are required.

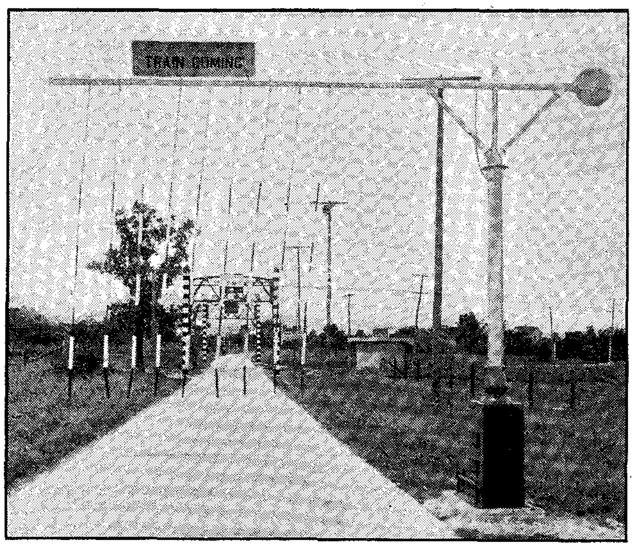
"The author has seen models arranged in wicker mountings on the ceiling of a room, quite inconspicuous and out of the way. This type will also be available in the form of a lamp-shade."

A NOVEL WARNING AT GRADE-CROSSINGS

AN AUTOMATIC HIGHWAY YIELDING BARRIER and "whiplash" at a crossing near Racine, Wisconsin, is the latest development in an effort to solve the troublesome grade-crossing problem, we are told by a contributor to *The Railway Age* (New York). The device consists of the barrier proper, which imposes an absolute stop on the approach of a train, and a warning signal known as a whiplash, which lets the motorist know that the barrier is in the stop position, or about to be lowered to the level of highway traffic, because of an approaching train. When there is no danger from an approaching train, the whiplash, so-called because of the bamboo-covered tendrils suspended in front of the motorist, swings around to a position parallel to the road. We read:

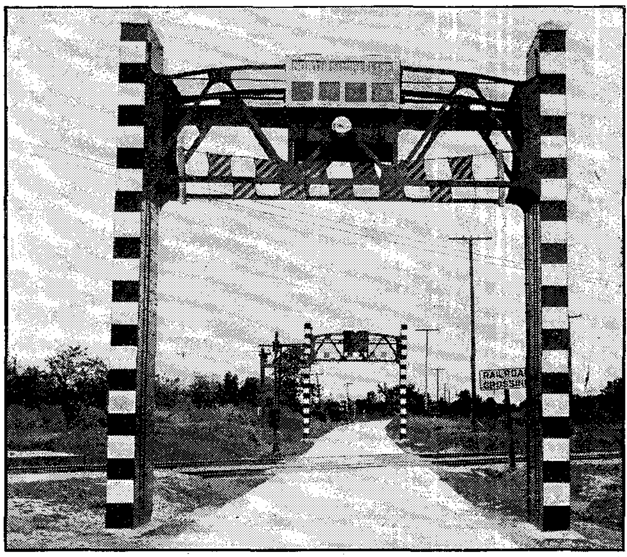
"By striking the windshield and top of an approaching car, with a clatter intended to bring a thoughtless motorist quickly to his senses, the tendrils of the whiplash, which are small flexible steel cables covered with painted bamboo sticks, provide an advance warning of the approaching danger. If the warning given by the whiplash is properly heeded there is no danger of running into the barrier, ample braking distance being provided between the whiplash and the barrier. Mounted on top of the whiplash, is a sign reading 'TRAIN COMING,' which becomes illuminated when the whiplash begins to turn across the highway.

"If the whiplash warning is not heeded, the motorist will be confronted with the absolute stop indication displayed by the barrier, which consists of three heavy steel cables lowered across the road and running into strong steel supporting columns on each side of the road. These cables are shown in the raised position. The large upright supports are firmly anchored in concrete bases and strongly reinforced across the top, with a structural steel framework, which in addition to insuring stability contains the electric motor which operates the barrier. The cables have fastened between them small pieces of canvas, painted in diagonal black and white stripes to attract the eye. By means of a braking action developed within the steel columns, the cables operate to stop any object which happens to strike them. Any horizontal force acting against the barrier, will be transmitted, by the cables, over pulleys in the columns, to a vertical braking arrangement within the columns.



A WHIPLASH WARNING

It strikes the windshield of the heedless motorist and warns him that the gate beyond is closed and the train is coming.



Photographs by courtesy of *The Railway Age* (New York)

THE "YIELDING BARRIER"

Its steel cables halt the car without an injurious crash.

"To make the barrier complete and free from possible danger in case of any failure of operation, two signals have been erected at the side of the track to warn approaching trains of the position of the barrier. The first signal is set some distance from the crossing and by colored lights, indicates whether the barrier is working. The second signal is set closer to the barrier and if the barrier is down a green light shows. If a failure occurs a red light shows.

"The operation of the yielding barrier is entirely automatic. It is controlled as are other automatic highway signals, through the medium of track circuits which when shunted by the approach of a train, set the machinery of the barrier in motion. A southbound train enters the track circuit controlling the barrier, at a point 5,400 feet north of the crossing. Four seconds after the entrance of a train the whiplash is automatically placed in operation, and 15 seconds later the barrier is started downward, reaching the ground in 10 seconds. Figuring that it takes 30 seconds for the barrier to assume the stop position and allowing 60 seconds as the time required for the train to reach the crossing, there is a period of 30 seconds from the time the barrier reaches the stop position until the train reaches the crossing. At the time the barrier is set in motion, a large gong is rung and an illuminated red sign bearing the word 'stop' is flashed on. In addition to this, two red lights are flashed on and off and an advertising sign, 'NORTH SHORE LINE,' is illuminated in white while the barrier is in operation.

"In a test, a passenger automobile traveling about 60 miles an hour was run into the barrier and was gradually stopt within 30 feet without any injurious shock or jar. A heavy truck was effectively brought to a stop within a safe distance from the tracks, even tho no attempt was made to shut off the power after the barrier was hit."

THE TRAGEDY OF PUCCINI

NO COMPOSER OF TO-DAY will be missed in the opera house like Puccini. Despite his sixty-six years at the time of his death, November 29, he was busily at work on a new opera and there had been observed in later work a growth instead of a slackening of powers. The most popular of Italian composers since Verdi, there was a prospect that he would emulate that composer's productive years. An indication of his wide-spread appeal is seen in the fact that at the moment news was received of his death, his notes were being heard in widely separated centers. The audience at the Costanzi in Rome paused for a minute's silence at the beginning of the second act of "Madame Butterfly." The New York Metropolitan audience, listening to "La Bohème," stood at a pause of the action, after the mood of the opera itself turned from gay to grave, and listened while the orchestra played Chopin's "Funeral March." The Chicago Civic Opera Company held a memorial service on Sunday, when the conductor, Signore Polacco, said:

International Newsreel photograph

PUCCINI IN HIS LAST YEARS

His last opera, "Turandot," being left unfinished, Arturo Toscanini may be called to do for it what he did for Boïto's "Nerone"—give it the finishing touches for public performance

> "I am heartbroken. He was so good, so serious, so unselfish. I was the first conductor to produce his 'La Bohème'; that was in Buenos Aires. I produced 'The Girl of the Golden West' for the first time in Italy, at La Scala. We were looking forward to seeing him again next April, when rehearsals were to begin for 'Turandot.'"

Special memorial honors were paid him by the Belgian Government after his death in Brussels, and a huge concourse of people viewed the passing of his funeral carriage as his body was taken to Milan. At the funeral there, on December 3, the press reports an even greater demonstration:

> "The Minister of Instruction represented the Government, and there were present also the Mayors of Milan and Lucca. Military honors were paid to the dead at the cemetery and the coffin was deposited temporarily in the tomb of the Toscanini family.
>
> "All the artists of the Scala Theater, headed by Arturo Toscanini, were in attendance, Signora Spano and Signore de Angelis joining in the rendering of the funeral march performed by the choir of the cathedral, conducted by Toscanini, who was almost overcome by emotion. Cardinal Tossi, Archbishop of Milan, blest the catafalque on which the coffin was carried by friends to the hearse.
>
> "Dario Niccodemi represented the Authors' Society, while various other noted personages represented other literary and art organizations. On the façade of the cathedral a great inscription surrounded by heavy black festoons with gold fringe read: 'Tears and prayers for Giacomo Puccini, who from earthly glory has ascended to the glory of heaven.'
>
> "When the hearse reached the Scala Theater, the procession stopt for a few minutes, some of the older artists being in tears."

Milan and New York were waiting for the completion of Puccini's latest work, "Turandot," which had been promised in both places for this season. The hope is exprest that it is so nearly finished as not to interfere with these plans. The number of his works is not large, tho he wrote his first opera, "Le Villi," in 1884. The titles of all his productions, save "Edgar," are familiar in every opera center, either through continuous performance or occasional presentation in recent memory. "Manon Lescaut" (1893) was his first success, and with "La Bohème," in 1896, he was a permanent figure in the musical world. His internationalism, both in popular appeal and in the choice of his subjects, is set forth in an editorial of the New York *Sun:*

> "No other country produced during his lifetime an operatic composer so widely beloved. To this day other lands understand by French opera Gounod, Bizet and Massenet. 'Carmen' and 'Faust' are the most frequently sung, and the public enjoyment of Massenet is limited. In addition to these names, there are to be added Charpentier, Debussy and Saint-Saëns, each known by one work. To-day Germany possesses no contemporaneous composers who will survive exportation beyond its frontiers excepting Richard Strauss. In spite of Mascagni and Leoncavallo, with their short operas, of Montemezzi and Giordano, the one cosmopolitan Italian composer of the day was Puccini.
>
> "He has ranked for several years with Wagner and Verdi in frequency of performance at the Metropolitan Opera House. His works are as popular in France as in Germany. England welcomed them with a warmth it shows to few composers. Puccini picked the subjects of his operas in various lands and always created with them something more popular than native writers of operatic music were able to do. From France he took the stuff of 'Manon Lescaut,' of 'Tosca' and of his most popular work, 'La Bohème.' The Abbé Prévost, Sardou and Henri Murger supplied him with inspiration, just as he fell heir to the stories of 'Madame Butterfly' and 'The Girl of the Golden West' from David Belasco and John Luther Long. Like Molière, he took his material where he found it. With such librettists as Illica and Giacosa these adapted scenarios were sometimes translated into genuinely poetic Italian."

Puccini's importance is signified by the space given to editorial comment on him by nearly every metropolitan journal. His fame almost outran the worth of his operas, says the New York

World, and "one not only went to hear them, but grew to love them." His advent was fortunate, for—

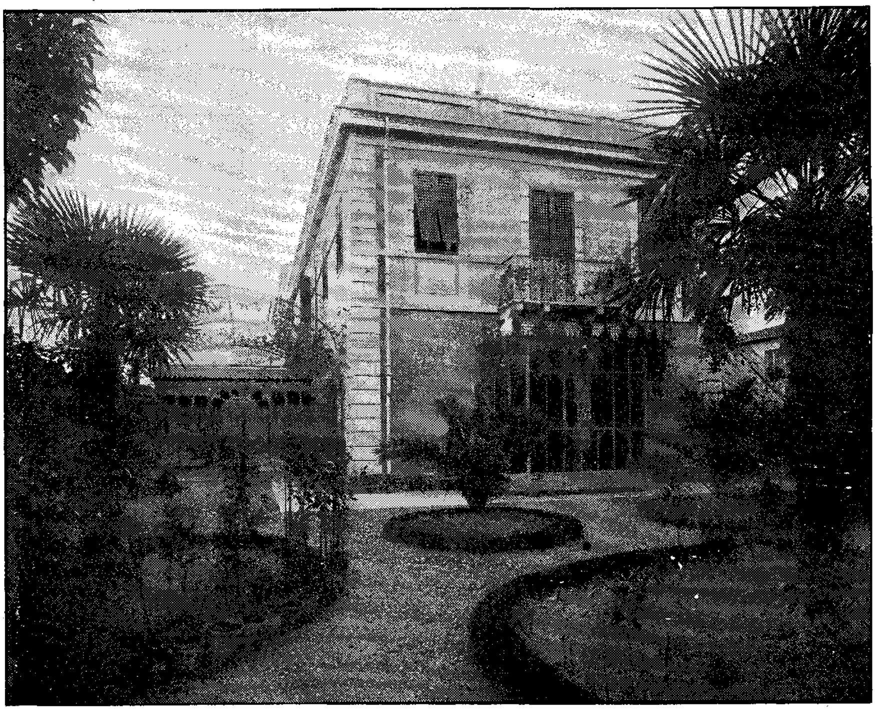
"Puccini came on the Italian scene when the tradition was low. Even Verdi seemed oblivious to the appalling melodrama of the average libretto. Leoncavallo and Mascagni, both talented, shared the prevalent cheapness of taste—'Pagliacci,' 'Zaza' and 'Cavalleria' perpetuate shoddy stories. Puccini, in the main, sought to record not the actuality of the stories he chose but the lyric distillate of them; not the drama but the poetry. Thus he got rid of the absurd baggage of the previous school; the explanatory recitative, the redundant aria, the tedious soliloquy. His operas became more than mere vehicles for bel canto singing. They were intellectually respectable. One could yield to the tragedy of *Mimi, Butterfly, Tosca* or *Manon* without the feeling of spiritual degradation that went with yielding to *Aïda, Nedda, Santuzza* or *Gilda.* Sometimes he missed. The first part of 'Butterfly' is offensively literal, but with the beginning of the love duet that closes the first act he found his theme, and thereafter never lost it. 'Tosca' wavers between melodrama and poetry, but in the main the poetry has the best of it. In 'Bohême' alone he held his feet all the way through. It probably remains the most loved and most alive of his music to-day.

"With his emphasis on poetry instead of clap-trap tragedy, it is easy to understand Puccini's hold on our affections. Did he write great music? That remains to be seen. Some of his music already sounds thin. 'Butterfly,' despite the poetic approach, grows tedious; it doesn't develop new beauties on rehearing. 'Tosca' is a bit stale. 'The Girl of the Golden West' is almost forgotten. But 'Manon Lescaut' still holds up, and 'Bohême' seems almost as fresh as when we first heard it. Whether he will prove another immortal, like Wagner, Mozart or Rimsky-Korsakoff, only time can tell."

The new opera, "Turandot," was awaited with the expectation that it would confirm the change in style indicated in the three one-act operas that form his latest completed work—"Il Tabarro," "Suor Angelica" and "Gianni Schicchi." In these operas, says Mr. Newman, in the New York *Evening Post,* Puccini "was shedding a lot of his sentimental grossness and acquiring a fresh lightness and quickness of touch." Continuing:

"One is inclined to believe that he deliberately experimented in the one-act form to cure himself of his tendency to prolixity and overemphasis. In the old days he would certainly have made full-length operas of both 'Il Tabarro' and 'Suor Angelica,' with the big scene of each—in the one case the revenge, in the other the revelation of the death of the nun's child—drawn out with the same deliberateness, the same slow, calculated piling of effect on effect, horror on horror, as in the second and third acts of 'Tosca.' The one-act form not only forced concision on him but gave a new intensity to his expression; and of course he had developed greatly as a musician in the last few years. . . .

"There were always two strains contending for mastery in him. There was the Puccini who dipt his thumb into the paint and drew with the thick of it, and the Puccini who was a masterly miniaturist. The two Puccinis are to be found side by side in all his works, but most of them show a decided predominance of the one or the other. 'Tosca' is almost throughout gross, thick-fingered, thick-lipped, while 'Madama Butterfly,' apart from the rank sentimentality of the love music, is the Puccini of the lighter touch. There are beauties and poignancies so exquisite in 'Madama Butterfly' that we can hardly savor them properly in the theater; they belong rather to chamber music. We have always to distinguish between Puccini the dramatist and Puccini the musician. His knowledge of stage effect has become a commonplace of criticism. But his musical art is generally at its grossest when he is planning these theatrical knock-down blows. The musician that musicians prefer to think of is the Puccini of the more delicate moments."



Foreign Press Service photograph Courtesy of the *Musical Courier* (New York)

ONE OF PUCCINI'S VILLAS

A typical Italian home built in 1900 in Torre del Lago.

QUEEN OF THE BEST SELLERS

A PRECURSOR THAT EXPLAINS MARIE CORELLI and Miss Ethel M. Dell has been found by an English writer in an American classic of twenty-five years ago—Augusta Jane Evans. The list might be extended to include Ouida and, according to M. Grant Cook, the writer, "the entire Shiekh School." If Augusta Jane, who added the married name of Wilson, is only dimly remembered now, her principal works, "Beulah" and "St. Elmo," will stir something in almost everybody's mind, for she still remains "one of the world's best sellers." If the modern school of critics had begun to kill our pride in this successful daughter of America, they will have to extend their destructive efforts, for Mr. Cook avers that Mrs. Evans Wilson's books, seven in number, "are constantly reprinted in all English-speaking countries," and the two above mentioned "are strewn in the most unlikely parts of the globe—possibly by tourists." Her readers may resent Mr. Cook's generalization that "she specializes in highly intellectual orphans (female) and incredibly blasphemous atheists (male), and the function of the one is to convert the other." As to the novelist's formula, we are told that the task of conversion "is made excessively difficult, particularly when love (as always happens) supervenes between the two, but principle never fails." Mr. Cook rehearses for the readers of the *Nation and the Athenæum* (London) certain biographical facts that may be more familiar here, so we pass on to some of his appraisals:

"The qualities of the best-seller are heaven-born, and can not be imitated. Augusta J. Evans Wilson has them all. They include the narrative faculty, a serious belief in herself and her creations, a 'purpose' from which she never deviates, and a genuine pleasure in what she is doing for the good of the world.

"'She had never stooped to conciliate popular prejudices, had never written a line that her conscience did not dictate and her religious convictions sanction, had bravely attacked the pet vices and shameless follies of society, and had never penned a page without a prayer for guidance from on high.'

"No sense of humor, not the smallest flicker of self-criticism, mars the perfect solemnity of her effects. Goodness, badness, frivolity, piety, joy, and grief occur in regular sequence, as do brain fever (for confessions of love or crime), 'decline,' and heart disease for the more painful forms of conversion. One orphan, indeed, was 'brought back' by quinsy, which merely destroyed her voice and removed the temptation to live a worldly life as the greatest prima donna in the world, but this comparatively light sentence followed on years of storm and stress, and the complete renunciation of her rather indelicate efforts to gain the hero's hand, when he had told her plainly that she would never interest him. This was *Dr. Ulpian Grey*, who loved *Vashti*, not knowing that she was married. He is Mrs. Wilson's finest male creation morally (altho by no means so fascinating as *St. Elmo*), a man of towering nobility of character. 'As yet I have never met the perfect character whom I could ask to bear my name,' he said simply, 'but I may some day set the imperious feet of fancy upon the neck of judgment and sound reason. . . . I yield to no one in appreciation of lovely faces, but if I am aware that, like some rich lovely June rose whose calyx cradles a worm, the heart beneath the perfect form is gnawed by some evil tendency, or shelters vindictive passion or sinful impulses, I should certainly not select it in making up the precious bouquet that is to shed perfume and beauty in my home, and call my thoughts from the din and strife of the outer world to holiness and peace.'

"Indeed, he remained unmarried. He did his best, however, for the turbulent and very rude orphan, *Salome Owen*, whom he had taken into his home, since which day 'he had been her sole Melek Taous adored with Yezidi fervour.' He discovered that 'the acquisitions of her mind bordered upon intellectual salmagundi,' and he said sadly to her, 'Have you no desire to master those noble bursts of eloquence by which Racine, Bossuet, Fénélon, and Cousin have charmed the intellects of all nations?'

"'No,' replied the intractable orphan of fifteen (a miller's daughter), 'for abstract study I have no more inclination than to fondle some mummy in the crypts of Cyrene. Knowledge has no more value in my eyes than a handful of dust of those Atures found in the cavern of Ataruipe.' It was she who taught herself on the beach with a tuning-fork to be the first contralto in Europe."

The finest of the orphans, according to Mr. Cook, is *Edna Earle*, whose mission was to convert *St. Elmo*. This man's "finely cut mouth had never opened for fifteen years, except to jeer, swear and sneer." But *Edna* had loved him from the moment "when, as a pure-minded child of twelve, she heard him cursing her grandfather, the blacksmith, and when his mother adopted her and she got to know more and more of his wicked ways her love became intensified." Then Mr. Cook:

"For years she thought it was hate—O Sheikh! And when he declared his passion for her, she refused him. 'I would sooner,' she said, 'go down into my grave out there in the churchyard, under the granite slabs, than become the wife of a man so unprincipled. . . . I would sooner feel the coil of a serpent round my waist than your arms. From the species of fascination which you exert, I shrink with an unconquerable dread and aversion, and would as soon entertain the thought of marrying Lucifer himself. Oh, your perverted nature shocks, repels, astonishes, grieves me. . . . It is my wish that we meet no more on earth, Mr. Murray. I can not lift up your darkened soul, and you would only drag mine down.' She gave him her Bible without much hope, and he removed his dark, chiselled, repulsive, but handsome face from her sight for some years. When she saw it again it was pure and holy, and he was an ordained minister of the gospel, 'Saved at Last,' and fit to be her husband. (All atheists are rich, and he had much to give her. His residence 'lacked naught that the most fastidious and cultivated taste of dilettanteism could suggest . . . in a portion of the park, surrounded by a tall iron railing, congregated a motley menagerie of deer, bison, a Lapland reindeer, a Peruvian llama, some Cashmere goats, a chamois wounded and caught on the Jungfrau, and a large white cow from Ava.')

"We have more than a glimpse, in the solemn jumble of piety and sensationalism, of the estimate Augusta Jane Evans Wilson put upon her own work, and what she thought of her critics. She is again very like her English successor, the late Miss Corelli, when she writes in 1866: 'The MS. was a mental tapestry into which she had woven exquisite shades of thought and curious and quaint devices and rich, glowing imagery. Would her fellow-creatures accept it in the earnest, loving spirit in which it had been manufactured? Would they hang this Gobelin of her brain along the walls of memory and turn to it tenderly, reading reverently its ciphers and illuminations? Or would it be rent and ridiculed, and trampled underfoot? . . . The book was a shrine.'"

"REALISTIC TALK" IN THE THEATER

THE EIGHTEENTH CENTURY in manners may be returning. If we don't use profanity freely in the drawing-room as yet, we tolerate it on the stage, and play after play comes up to serve us with generous doses. Of course the plea is made that the profane and obscene words belong where they are used. The soldiers talked that way in France and they belong in "What Price Glory." In a new play produced by the Theater Guild, "coarse language" is declared to be "used freely and realistically," and one critic has to answer the charge of an indignant reader that he let the whole exhibition pass without a protest. Mr. Alan Dale, the critic in question, answers with his customary flippancy that the "correspondent is lacking in theatrical education, and has not kept abreast of the times." The times, Mr. Dale declares, with considerable exaggeration so as to enforce his point, require that "the gutters should be ransacked for expressions, and that these should then be multiplied by two. . . . My correspondent's kick comes too late. The deed is done." Mr. Dale, the critic of the New York *American*, declares that he has "protested, ranted against waxed pathetic, tearful, soulful, 'n'everything until in desperation I gave in." As "nobody backed him up" he gathered that his "indignation was unnecessary." Moreover he believes "the worst is yet to come":

"I honestly believe that our public has grown to expect this realism of language, to anticipate it pleasurably, and to purr delightedly when it is heard in all its vigor. I admit that it was heard in all this vigor in the very admirable, gripping, and excellent little play entitled, 'They Knew What They Wanted.' Certainly these lapses into garbage-barrel English are now almost *de rigueur*. Plays without them are tame, frightened, behind the times and stupid.

"'They Knew What They Wanted' went even a bit further than its predecessors. In one instance the central figure started to utter a word never tolerated in the theater, and changed it quickly and intentionally. The result was the audience tittered. One dame seated behind me—and this at a polite Theater-Guild performance—filled in the missing word in a loud voice, and was perfectly unabashed.

"My correspondent takes me to task, but I admit no guilt. I've 'seen me dooty' and 'done it' and my conscience is quite free. If our public likes realistic language, and is not balked of its liking, why should I worry? I can stand it; in fact, I scarcely notice it any more. It appears to be essential, and managers clamor for it. Expressions are used to-day that would have emptied theaters in former times. To-day is to-day."

The lengths we go can not be called "Elizabethan." We are told, "We could give Eliza cards and spades." But we approached the matter gingerly. Mr. Dale traces this "rake's progress":

"When 'The Hairy Ape' came to town with his superb example, I took exception to its realistic jargon, and subsequently other plays went it several better. There was a riot of ash-barrel talk, and we are now quite educated. Nothing makes *us* sick. We revel in it all, especially the women. At the Garrick Theater, *Old Tony* was a riot with the feminines. They loved his broad talk, and his cuss words, and the candor of it all.

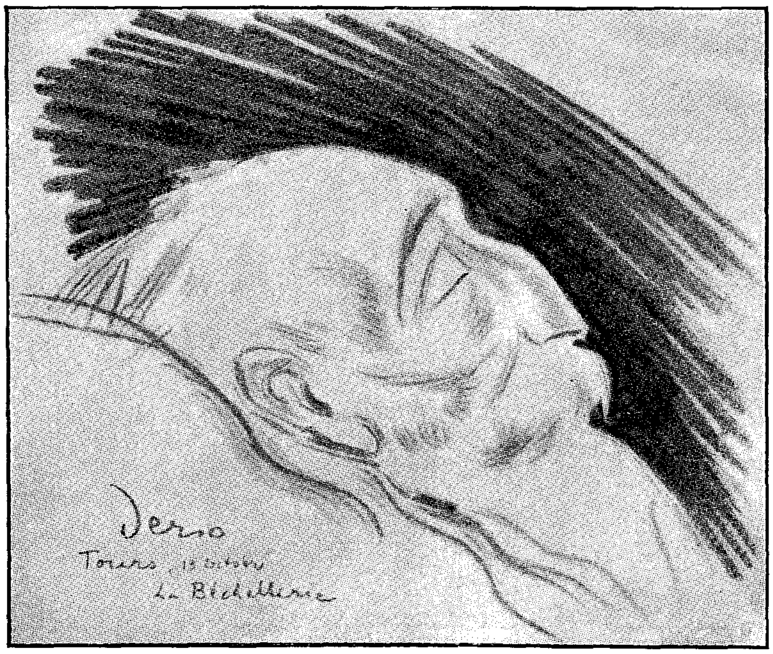
"It failed to interfere with my enjoyment of what was undoubtedly the best play of the season. I don't do cross-word puzzles, or announce my lists of the ninety-nine best plays of the week, but I do unhesitatingly state that to my mind—my poor little mind—'They Knew What They Wanted' is the most vital, interesting and best written play I've seen in many moons, and I loved it from start to finish. It further enclosed the best acting of the season, and the best staging of the season, and—and I hated to leave the theater and go home. If that isn't some confession for the proverbially jaded critic, then I'll masticate my chapeau.

"And after such a confession, I'm not going to make myself ridiculous by saying one word about our cuss language. At least, I didn't say one word about it until my correspondent hauled me over the coals. What I said Toosday morn was that it had 'enough of the indelicate colloquialisms of to-day to set its brand.' That was sufficient, wasn't it? The public liked those indelicacies, so quoting the title of the play, 'They Knew What They Wanted.' You get my point, I hope."

We are not calling in the police. The case doesn't require that, and the statutes do not support it. "The whole matter of realistic talk is up to the public," says Mr. Dale. "Language that two or three seasons ago would have been regarded as putrescent, passes without attention to-day. We have taken a course in it, and have been graduated successfully."

FRENCH VIEWS OF ANATOLE FRANCE

"AN IMPLACABLE DESTINY follows the most eminent French men of letters," says Paul Souday, critic of *Le Temps* (Paris), as he points out that in a year and a half France has lost Anatole France, Pierre Loti and Maurice Barrès—three bereavements, he declares "without fear of contradiction," that have robbed that nation of its "best contemporary prose-writers." We have already seen in these pages something of the consideration our own world of letters accorded to Anatole France. It is perhaps not fair to pass so eminent a figure without gathering some of the tributes paid by his own countrymen. Opinions even in his own land were not unanimous, for France was a man to arouse violence of feeling either for or against. Now that he has gone, his glory as an artist fills the French mind. Quoting first from the impartial *Temps:*



From the drawing by A. Derso

ANATOLE FRANCE, AFTER DEATH: A UNIQUE RECORD

The drawing is of unique tho tragic interest, for it represents the great French writer as he lay in death, and no photographs were allowed to be taken.

"Anatole France was a genuine rationalist and a pagan. In his eyes, the course of civilization, interrupted, as Jules Tellier said, by the Christian error, passes from antiquity to the Renaissance, and the Roman Praetor who did not pay heed to Saint Paul was right. It is well understood, however, that this theory did not prevent him from depicting very beautiful Christian characters of all periods, from *Thaïs,* the converted courtesan, to *Monsieur l'Abbé Lantaigne,* with whom the unbelieving *Monsieur Bergeret* liked to argue freely.

"Very fixt and even obstinate in his opinions, despite a tinge of skepticism, Anatole France was none the less a liberal and a patriot. He became a socialist, a communist, a Bolshevist, etc. . . . Yes, but this was merely relative. He believed that extreme views had their sphere of usefulness as counter-balances to conservatism, and as the leaven of progress. Without doubt he did not believe in their entire realization. In any case, he abhorred violence to the point of clearly condemning Jacobinism in 'Les Dieux ont Soif' (The Gods Are Thirsty).

"Altho universally admired, he was nevertheless attacked enough. There are professors who do not find him original because he borrowed plots from old books. He has the same kind of originality as did Vergil and Racine, Shakespeare and Goethe. Others see only the stylist in him. Yet he has created characters, were they only *Abbé Coignard* and *M. Bergeret.*"

Something less than the enthusiasm of Paul Souday might be looked for in André Chaumeix writing in the Catholic journal *Le Gaulois,* yet here the glory that is France's is the important point:

"French literature loses in Anatole France one of the greatest writers who ever did service under its banner. A universal glory surrounds his name. His books have been translated into all languages. His spirit has sparkled the whole world over. At eighty Anatole France stood out as the patriarch of our writers.

"Now that he is no longer with us, even those whose opinions separated them from the old masters will proclaim him as one of the great glories of France who have passed on. They will strive to gloss over that which offended them. They would like to forget that the sacrileges and the graces are intermingled in his versatile works. A strange fate has ordained that the most graceful writer of our times was also the most subversive, that the creator of so many magnificent fictions became the complacent friend and the frank apologist of disorder. Over his tomb passes the shadow of the red flag and the black flag where one would have liked to see only the poet's laurels. The fact can not be concealed. But on this day when his terrestial career came to an end, we must above all remember the beauty of his works, the fame of his literary glory, to which the name of our country is linked throughout the whole world.

"But skepticism affected Anatole France so strongly that it led him much further than he himself believed it would. After having profest for a long time that in universal uncertainty the best thing to do was to conform to the laws of the land, he adopted a kind of international and revolutionary belief. Not without sorrow have we seen this illustrious writer lend the prestige of his support in these last few years to the most violent factions and place Ariel in the service of the Moscovite Caliban. All his works clash with this conclusion, and, according to a remark of Charles Maurras, all the essentials of his works remain intact without the conclusion. In fact, among the books of Anatole France we find the most severe analyses of revolutions, and even of democracies. We find there constant condemnation of men who are too hasty in their actions.

"Posterity will not retain the memory of these fantasies of a serenely diabolical anarchy. Without doubt it will wish to throw a modest veil over the peculiarities of a great man, just as the sons of Noah covered the drunkenness of their father."

In *La Patrie* we find a writer, Paul Brulat, who lauds France for holding up the standards in an age of literary anarchy, tho *La Patrie* is among the radical journals:

"Undoubtedly there exists another celebrated line of French authors who could be preferred to Anatole France. Yet they seem to have less of the pure genius of our race: Corneille, Rousseau, Victor Hugo, Zola, to quote only the leaders in the ranks. These are the passionates, the romanticists who sensed grandeur and the sublime, and often delighted in violence to the extent of losing all sense of proportion.

"Anatole France liked none of this. He hated violence, passions or their excesses. He little understood their grandeur, their sublimity, which at times attained the ridiculous. They shocked his superior dilettanteism. Their heroes must have seemed abnormal and dangerous, if not redoubtable, to him. He detested violence and preferred to smile. And perhaps this is why life smiled on him.

"At a time when a deplorable snobbishness delights in vilifying the classics, let us be grateful to Anatole France for having, like Voltaire, avowed his admiration for Racine. Thus he remains in the great ranks, the direct heir of the spirits who are the highest and most enduring glory of France."

RELIGION-AND-SOCIAL-SERVICE

THE OLD TESTAMENT DONE OVER

THE GARDEN OF EDEN becomes a park and Noah's ark a barge, the interminable "begats" are changed into "became the father of" and a mess of pottage becomes a "red omelet" in the new translation of the Old Testament by the Rev. Dr. James Moffatt, who has already done over the New Testament into modern English. The George H. Doran Company are the publishers. The new translation is direct from the Hebrew, and Dr. Moffatt attempts, he says, to put it in "effective and intelligible English." The result, we are told in the publishers' announcement, "is a fascinating and valuable contribution to English literature, in spite of the fact that some of the translations are reduced to a freedom that will no doubt provoke widespread controversy in church circles." The church circles are yet to be heard from, but a little secular comment is filtering in, and it is not flattering. "Flabby," says one of the Moffatt text, and another is thankful that the translator did not make the City of David "Davidsville," which is slightly worse than the "Davidsburg" the translator uses. However, says Dr. Moffatt in the preface to his version, "the Old Testament is not always what it seems to those who read it in the great prose of the English version or, indeed, in any of the conventional versions," and he believes that if the methods he has employed are at all successful, "the result may well be that the literature of the Old Testament becomes at any rate a new book for some readers here and there, more interesting perhaps and less obscure." Dr. Moffatt, a well-known theologian and preacher in Great Britain, is recognized as one of the leading authorities on New Testament Greek. Since 1915 he has held the chair of Professor of Church History in the United Free Church College, Glasgow. Previously he was Yates Professor of Greek and New Testament Exegesis in Mansfield College, Oxford.

NATIVITY

By John Meehan

HOW lightly poised, like morning on a hill,
The babe seems, hesitant at birth, and there
Between the hand of God which made him fair
And life, a valley just below wrapped still
In mists, he pauses with uncertain will,
As if some lovely scene of beauty rare
Restrained him, so he does not really care
To know that with his advent hearts will thrill.

At last he comes! What miracle to see
God share His great creative love which made
The world for man, and woman, then, to be
The chosen vessel into which was laid
Power to complete His mirrored Trinity:
Behold three lives in one, and one in three!

—*McCall's* (New York).

A striking change in the Moffatt version is from God's "covenant" to "compact," which he entered into with Noah after the flood. In Exodus, where the mother of Moses hides her infant from the Egyptians, Dr. Moffatt avoids the word bulrushes, and renders the story as follows:

> "When she could hide him no longer, she took a creel made of papyrus reeds, daubed it over with bitumen and pitch, and put the child in it, laying it among the reeds at the side of the Nile. His sister placed herself at a distance, to see what would happen to him. Now the daughter of the Pharaoh came down to bathe at the river; her maidens were walking along the bank, and as she saw the creel among the reeds she sent her slave-girl to fetch it."

The story of the Tower of Babel, while much the same in fact, is considerably changed in wording. Dr. Moffatt avoids the word "Babel," and translates:

> "Down came the Eternal to see the city and the tower which human beings had built. 'They are one people,' said the Eternal, 'and they have one language; if this is what they do, to start with, nothing that they ever undertake will prove too hard for them. Come, let us go down and make a babble of their language on the spot, so that they can not understand one another's speech.' Thus did the Eternal scatter them all over the wide earth; they gave up building the city. Hence it was called Babylon, because it was there that the Eternal made a babble of the language of the whole earth."

The word "neighbor" has been changed by Dr. Moffatt to "fellow countryman." The change appears, among others, in Dr. Moffatt's translation of the Ten Commandments:

> "You shall have no gods but me.
>
> "You shall not carve for yourselves any idol, the shape of anything in heaven above or on the earth below or in the sea, you shall not bow down to them nor worship them, for I the Eternal your God am a jealous God, punishing children for the sins of their fathers, punishing those who hate me to the third and the fourth generation, but showing kindness to thousands of those who love me and obey my orders.
>
> "You shall not use the name of the Eternal your God profanely, for the Eternal will never acquit any one who uses his name profanely.
>
> "Keep the sabbath sacred, as the Eternal your God has ordered you. Six days you may labor and do all your business, but the seventh day is the sabbath in honor of the Eternal your God and on it you must not do any business, neither you nor your son nor your daughter nor your slaves, male or female, nor your ox nor your ass nor any of your cattle, nor the alien who is among you. Your slaves, male and female, are to rest as well as yourselves. Remember you were once slaves in the land of Egypt, and that the Eternal your God brought you out by sheer strength and main force. Hence the Eternal your God has ordered you to keep the sabbath.
>
> "Honor your father and your mother, as the Eternal your God has ordered you, that you may have a long life and that all may go well with you in the land which the Eternal your God is giving you.
>
> "You shall not murder, nor commit adultery, nor steal, nor give false evidence against a fellow countryman, nor lust after his wife, nor covet his household, his property, his slaves, male or female, his ox, his ass, or anything that belongs to a fellow countryman."

Of the making of versions of the Bible in our day there is no end, notes the New York *Evening Post* in paraphrase. Professor Goodspeed of Chicago, Dr. Moffatt of Glasgow and many others, we are told, have had the same purpose—to clarify the language of the King James version and correct errors made by translators of old:

> "But those who repair or paraphrase or dilute the classic diction of three centuries ago have usually little feeling for the beauty and the grace of the phrases on which they lay violent hands. They forget that the prose poetry which they turn into commonplace modern speech may be worth more for its inspiring power than mere literal accuracy. Nobody is obliged to the maladroit modern painter who retouches the ancient masterpieces."

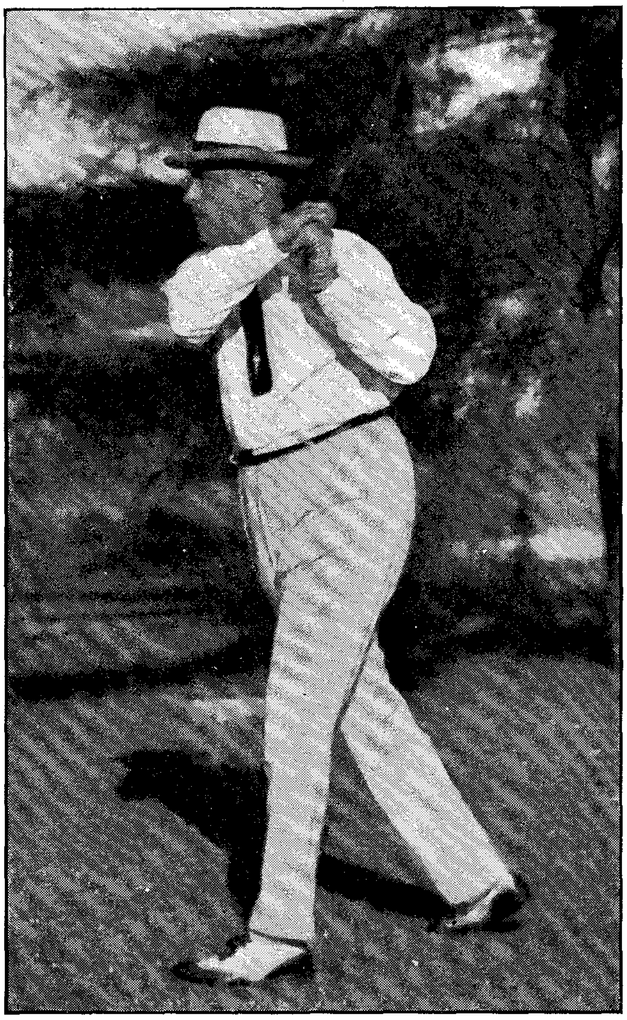
Even more serious is the criticism of the Brooklyn *Eagle*, which notes that some of the verbal changes alter the significance and implication of the passages in which they occur. We are told that orthodoxy need not worry over some of these changes; but, says *The Eagle*,

> "We do not know how much of heterodoxy, how many schism-breeders are to be found in the Moffatt text. From what has already been published, however, two distinct schisms are suggested.
>
> "God made a covenant with Noah. In changing the word to 'compact' Dr. Moffatt alters its significance entirely. Between two free and independent agents there can be a compact, hardly between the omnipotent Creator and the finite created being. A covenant is an act of grace purely, no treaty between powers.
>
> "Even graver is the alteration of the Decalog, where 'neighbor' is made 'fellow countryman.' 'You shall not covet a fellow countryman's household, or a fellow countryman's wife.' But the New Testament makes it perfectly clear that in the view of Jesus 'neighbor' had no such restricted sense, and the theology that would seem to justify coveting the goods or the wife of a national of another country is worthy of Germany at its worst of Kaiserish contumely for the outside world.
>
> "The fatherhood of God, infinite in knowledge and power, is an idea that is lost sight of in a 'compact' with Noah. The brotherhood of man is an idea that disappears in the limitation of the command of the Decalog to 'fellow countryman' instead of 'neighbor.' And each of these ideas is of growing vitalism in our modernized theology. The Jews, from whom we get Genesis, and to whom the Ten Commandments were given, would be the last to accept Dr. Moffatt's Old Testament."

Culling from the new translation the verse, "David took up his residence in the stronghold; he called it Davidsburg," changed from "So David dwelt in the fort and called it the city of David," the Washington *Post* comments: "Now, if the verbose, flabby and snobbish 'took up his residence' is more the 'language of the day' than the terse, explicit 'dwelt,' then so much the worse for the language of the day." To say that substituting "stronghold" for "fort" is "cutting adrift from archaic words," is simply silly, we are told. "And as for 'Davidsburg' instead of 'city of David'—at least let us be devoutly thankful that it was not made 'Davidsville.'" In making the Bible more understandable to the man-in-the-street, authors of new translations, says the New York *Times*, may also be making it less acceptable. It would be particularly true of the narrative portions of the Book. "The message from the Mount and the Second Isaiah can stand the test of any vernacular. But the folk-lore, legend and patriotic statistics of the Old Testament writers are bound to suffer, just as Homer or Sir Thomas Malory would suffer if stript of their idiom and exposed in newspaper English." Finally, says the New York *World*, Dr. Moffatt's phrases "are longer and vaguer than the old ones; they miss the poetry that went with the simple conciseness of the seventeenth-century translators."

A JEW'S GIFT TO A CHRISTIAN ALTAR

JEWISH PHILANTHROPY'S frequent disregard of sectarian boundaries is strikingly illustrated in Mortimer L. Schiff's donation of $25,000 to the building fund of the Cathedral of St. John the Divine, New York. Many gifts, we are told, have been made by men who do not belong to the Protestant Episcopal Church, but who subscribed because of the general interest in religion. No gift, however, has excited as much pleased editorial comment as this donation from a Jew, who is a New York banker and philanthropist. In expressing his appreciation of the gift, Bishop W. T. Manning said, "it illustrates the spirit of fellowship and good-will which should prevail in this city and throughout the land." Mr. Schiff's letter accompanying his pledge to the building fund is described by the Springfield *Republican* as "a noteworthy essay in community righteousness." These passages may be quoted:



Wide World photograph.

"WE NEED THE GOSPEL OF LOVE AND SERVICE"

Says Mortimer L. Schiff, a Jew, who disregards religious lines and contributes to the building fund of a Christian cathedral because he believes "it will stimulate the spiritual life of the people."

> "I have reached the conclusion that I should do so because I believe that this great edifice, dedicated to the service of God, will stimulate the spiritual life of the people of this city and is therefore of such civic importance as to entitle it to the support of the entire community, irrespective of religious affiliations.
>
> "We need that spiritual influence which only religion can supply. We need practical idealism applied to every-day existence. We need cooperation and mutual faith. We need discipline and a sense of duty, and, most of all, we need the gospel of love and service which is all too often forgotten amid the selfishness and indifference of modern life.
>
> "The importance of this far transcends sectarian creedal lines, and it is because the cathedral as a great symbol of spiritual life can, and I hope will, make a far-reaching contribution toward this end that I am ready to join in making its completion possible."

Such words, coming from a man who occupies so conspicuous a position in the civic life of the world's greatest city, observes the Dayton *News*, are important. Here is the lesson:

> "Real religion transcends individual creed. It consists not of confessions of faith but of actual service to mankind. It reaches down to assist a needy man or woman to the higher planes of life and to enjoyments instead of despair, without asking whether such a person is a Presbyterian, a Catholic or a Jew. Religion is the universal expression of brotherly love, and in such proportions as we live our professions of affection for our fellow men, through intelligent regard for their well-being, we climb closer to that ideal which the Creator has set as a standard for the world.
>
> "The Church, by whatever name it is designated, or by whatever profession of faith it is ruled, is designed for the development of the race. It has no right to be selfish or limited in its vision. If these elements become a part of its life, its usefulness not only is impaired, but entirely lost. Mortimer L. Schiff has set an example for the country to think about, in an age when

traditions which hinder our spiritual development as a nation largely are being dissolved in the 'one for all' ideal which has been born and which is being fostered in every city of importance, great and small."

It is not unusual for men of one creed to give to churches and educational institutions of churches with which they are not affiliated, remarks the Philadelphia *Evening Bulletin;* but Mr. Schiff's contribution of $25,000 to the Cathedral of St. John the Divine is accompanied by an expression of belief that is decidedly out of the ordinary. As the Philadelphia paper sees it,

"All spiritual life is of benefit to society at large. Every edifice dedicated to such service is a center of stimulation to right living and right thinking. In that sense it is of value to the whole community, and entitled to the support of all denominations.

"Mr. Schiff's attitude as a Jew to the great Episcopal enterprise is that of a liberal citizen. In this country, founded on the principle of religious freedom, it is a pity that every one can not realize that love and service are so essential to successful national or communal life as to transcend sectarian or creedal belief.

"Religion is not a thing for Sunday or Sabbath apart. It must be an every-day factor in every-day life, or it is unworthy of the name.

"There is no room in the American system of philosophy for anything which in the name of religion seeks to deny to any portion of the body politic full and free right to worship as and how it will, according to its lights.

"Interchurch cooperation and mutual faith can do a great work for the nation, no less than for individuals. Mr. Schiff points the way. But nobody needs to be a millionaire to add his little bit to spiritual good understanding and cooperation."

BOOMERANGS FOR CHURCH CRITICS

CRITICS OF THE CHURCH are fair target for its members, and perhaps more vulnerable, since they accept the benefits it gives without assuming any of the responsibilities and burdens that are part of its existence. Which raises the question whether any man has the moral right to condemn imperfections where he himself has failed of perfection, to desert a cause merely because he believes it to be losing. The question is interestingly discust in *Collier's* by persons who have left the Church because of its imperfections, and by those who have remained in spite of them. If numbers count, the Church wins. The discussion is started by W. O. Saunders, who tells some personal history under the heading, "Why I Am Not a Church Member." He joined the Church when he was twelve because he was told that he would be damned if he didn't, and because "it seemed the safe and popular thing to do." Denominational quibblings unsettled him, and he became a skeptic for a time. At thirty he turned to a serious study of the Bible, and believed that he had "found at last the one great and infallible guide for human conduct." Jesus became to him "the most sublime, the most manly and most magnificent character in all history." He turned to the Church for fellowship and leadership; but, he says, the Church failed him. He writes:

"I could not find that the Church was seriously concerned about the fundamentals of the faith it profest. I was eager to affiliate with a band of fearless and adventurous souls who would dare to undertake the fine experiment of loving one's enemies, of doing good to those who would hate, revile and persecute us. I was eager for a fine and generous company dedicated to the idea of human brotherhood and daring to accept every other human as the child of a common father. I anticipated that all the ills and conflicts with which the world is afflicted and beset would vanish before such a scheme and that humanity could go marching joyously down the highways of all future time with one song on its lips: 'We Shall Study War No More.' I say I did not have the strength and the courage to engage in such an experiment alone; but with the aid and fellowship of millions of followers of Jesus seriously, intelligently and purposefully embracing his faith, I thought I could do my bit and carry on.

"But I found only disappointment in the Church; I found no serious contemplation or study of the fundamental thing that Jesus taught. There was much talk about bringing the unsaved into the Church and of sending the Gospel to the heathen, but no serious talk of the vital business of genuine brotherhood. And no one seemed to have caught that vision of Jesus on the cross who, racked with pain, and weak and faint from the loss of His precious blood, looked down with compassion into the fiendish faces of the brute mob that thrust spears into His side, thorns upon His head and vinegar upon His lips, and asked His Father to forgive them.

"And so here I am without the pale again, secretly sorrowing and hungering for companionship and leadership in a great adventure that will earnestly seek the higher values of life regardless of immediate self-interest, and insure that peace on earth and good-will toward men that will make this earth a paradise enough.

"The idea of saving my soul does not interest me. The idea of saving other souls does not seem at all important. But I have the heart of an adventurer and a real eagerness to find those who would go with me and strengthen me in quest of the ideal of Jesus. I have not found such in the Church."

Prizes for the best replies to this letter were offered by *Collier's*, and it reports that 1,514 letters were received from all sorts and conditions of readers, of which 1,113 were for the Church and 401 against. All the letters were read by Webb Waldron, and he writes that he is "amazed by the proof these letters give of what vital forces the Church and religion are in America to-day." Most of them carry to him "an irresistible impression of a circle of life around the writer in which the Church is the most important fact outside the home, often a more important fact than the home. The very denunciations of the Church show how large it bulks in the life in which the writer lives." Here is the prize-winning letter, "Why I Am a Church Member"—a challenging reply written by the Rev. Frank Arthur Butler, of Bellingham, Washington:

"If every one acted as Mr. W. O. Saunders does in remaining aloof from the Church, there'd be no Church, and the inevitable result of that would be chaos. It is sometimes difficult to find the spirit of Washington in much of our political life, but if, because of this, every one said, 'I have not found the ideal of Washington' in politics, and consequently refrained from the duties of citizenship, the foundations of our nation would soon collapse.

"The position of Mr. Saunders is exceedingly weak, and I hasten to say so because many people are giving similar reasons for their absence from Church as a fence to hide behind to avoid responsibility. Meanwhile they go fishing for bass, or 'worship God in nature,' on the day that Christianity alone gave to them, doing nothing to support the institution, leaving some of us to carry on the Church without which the community wouldn't be safe to live in, leaving us to do the job which they are shirking because it's hard and incomplete.

"What I want to say most emphatically is this—the Church is *you*, Mr. Saunders, as well as the rest of us. You live under its moral protection and share its numerous blessings. Why not share its problems? We all see the Church's need as you do. We, too, long for your ideal to be more fully realized: but you've got a brain and ideas as well as the rest of us—why park your problem on the rest of us? Why slide out? If you've got a solution, many of us will embrace it; if you haven't, why run away? *You* are the Church with the rest of us, its problem is ours—*yours*.

"Then, again, you're looking for a Utopian Church to help you. Why should we help you? Why don't you help us? The Church is made up of ordinary people; by what right do you expect to be the beneficiary of the efforts of all the rest of us? The Church, like the Government, is not an abstract, mysterious body of super-beings: it is what we make it. If the Church isn't ideal, what earthly reason is that for running away and saying, 'I haven't found my ideal'? Put your ideal into the need: failing this, why expect us to do so while you hide?

"I, too, have been dragged through irreligious revival meetings as a boy. I, too, once left the Church. I, too, reread the words of Jesus. I, too, see the Church's weakness. I am a man, however, and a part of the world as it is, a recipient of its benefits as well as its problems. It is because of this I say, 'Give me a job—in the best institution for good in the world—*the Church.*' Give me a job, I say. 'Let me help lift.'

"That's why I am a member of the Church."

Soup that brings sunshine to the meal!

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TOMATO
SOUP
CAMPBELL SOUP COMPANY
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That wonderful and refreshing flavor which can come only from tomatoes steeped in sunlight!

The perfection of Campbell's Tomato Soup starts with the tomatoes. We grow and perfect them. By years of study and effort we have produced the best kind to make the best tomato soup.

Taste this blend of pure tomato juices and luscious tomato "meat" strained to a fine puree, enriched with golden butter! Taste how delicately it is seasoned—how deliciously the Campbell's chefs have brought out the fine tomato flavor!

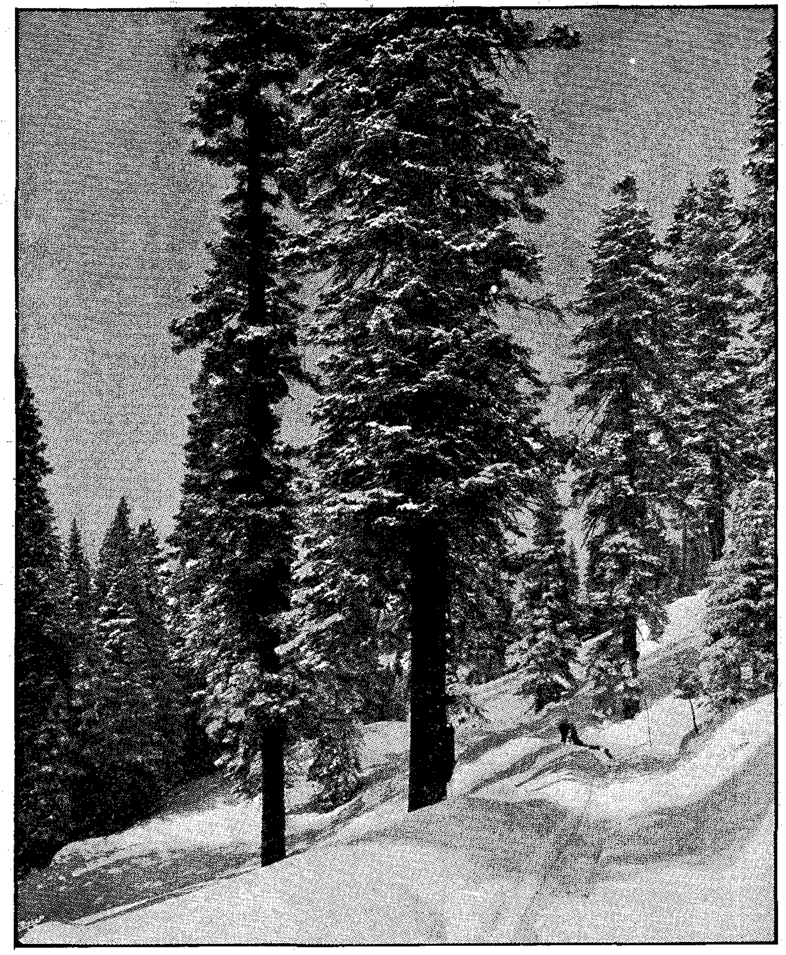
In this puree, you'll surely say,
There dwells a sunny smile,
The kind you'll wear without a care—
Eat Campbell's all the while!

21 kinds **12 cents a can**

BIRDS-BEASTS-AND-TREES

ARE CHRISTMAS-TREES WRONG?

THE BRILLIANT CHRISTMAS TREE with its lights and tinsel and presents, center and symbol of the greatest festival of the year, has its own little tragedy. For if it is beautiful, it is doomed to slow death, and the death *of hundreds of thousands, literally of whole forests, of young* evergreen trees has been called one of the tragedies of the Christmas season. Something like an organized campaign has even been started against the use of the trees, chiefly on the ground that their destruction is bad for our forests. On the other hand, the United States Forest Service is formally on record to the effect that "the custom is so old, so well-grounded, and so venerated that, even if it were economically somewhat indefensible, these aspects will and should continue to outweigh economic considerations." Interesting enough, adds Ralph S. Hosmer, Professor of Forestry in Cornell University, economic factors as well as sentiment point to this as a "wise use." The Christmas-tree is a legitimate by-product of the forest, declares Professor Hosmer, in *The Nature Magazine* (Washington), and they may be better used as Christmas-trees than in any other way. As for the sentimental side of the matter, he suggests:



FORESTS MADE BEAUTIFUL AND VIGOROUS BY THINNING

When the young Christmas-trees are taken out with proper care, they spend their lives in the best possible way, forest experts assure those who regret the removal of hundreds of thousands of young evergreen trees every Christmas.

> Ask the next dozen or so persons you meet this question: "What do you consider the most characteristic feature of the celebration of Christmas in the home?" Practically every one will say: "Why, the Christmas-tree, of course." And so it is. The custom is so general in every country of Christendom that not only to the children, but to many of their elders as well, a Christmas is not really Christmas if there is not a tree.
>
> How eagerly the kiddies wait for the beautiful Christmas tree, with its gleaming lights, its gay decorations, and at the top the shining star. In some families Santa Claus follows the custom of taking away the ornaments a few days after Christmas, but he always brings the same ones back the next year on Christmas Eve. What a welcome the old favorites get, even when, after many visits to the Northland, the Bird of Paradise returns without his tail. The stockings in the morning are important, but the tree is the crowning feature of Christmas. To see that one is provided is one of the most important duties of the Yuletide. To what better use can a tree be put than to serve to add still more happiness to this glad season?

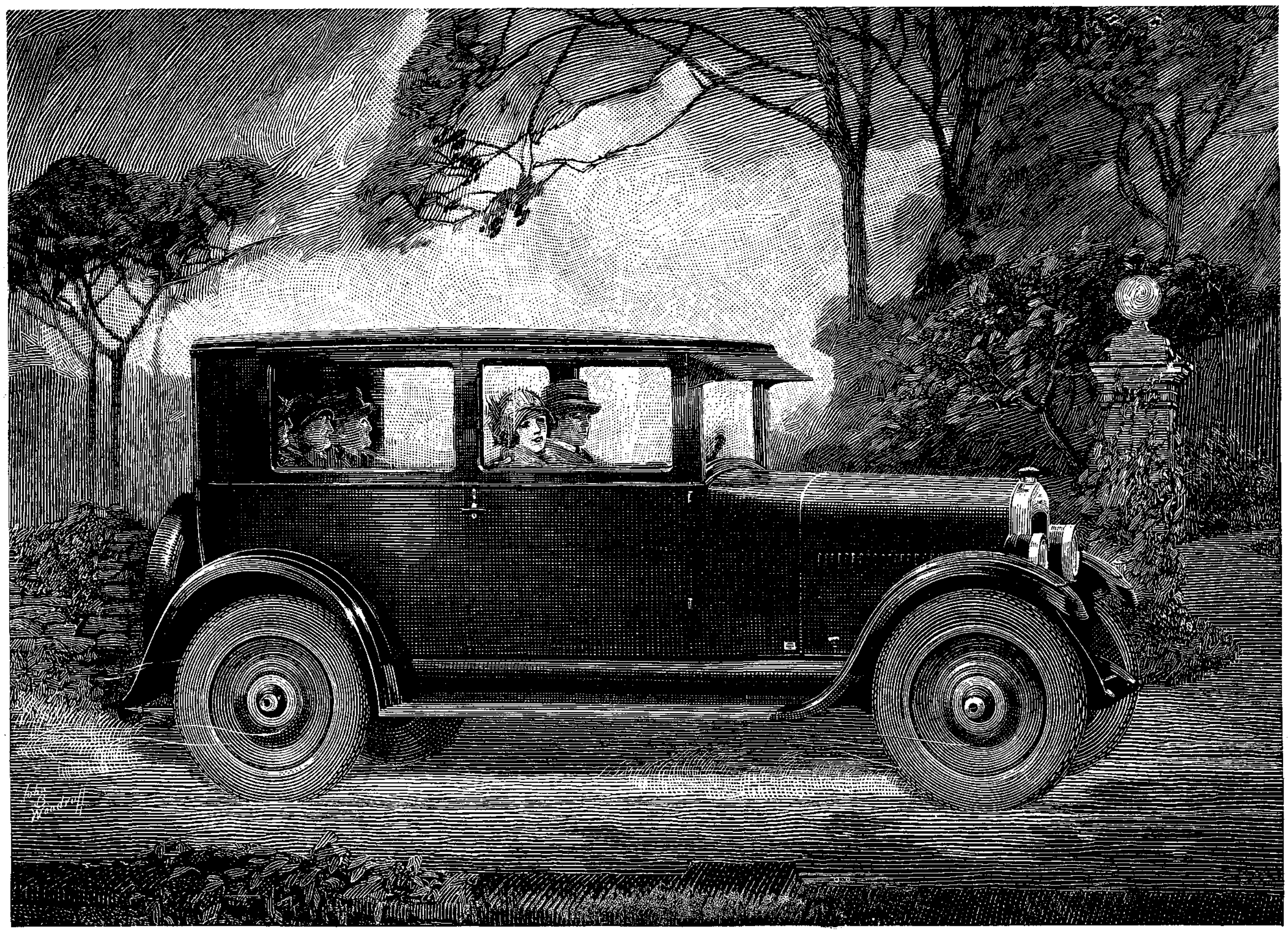
The persons who cry that the use of the trees is a terrible waste have, on their side of the argument, the fact that over five million trees each year are cut down for this purpose in the United States alone. America uses more trees than does any other nation. As for the trees themselves, and their economic significance, writes Professor Hosmer:

> Practically all American Christmas trees are conifers. In the Northeastern States, balsam fir is the favorite. This species comes near to being the ideal Christmas tree. When young, it is usually symmetrical, with horizontal, spreading branches and fragrant needles that persist longer indoors than do those of most other conifers. Spruce ranks next and serves almost as well. The native red spruce, the introduced Norway spruce and other species are all to be commended. In the Southern States, red cedar and scrub pine are esteemed as Christmas-trees; in the Rocky Mountain States, Douglas fir and Engelmann spruce; and on the Pacific coast, incense cedar, white fir and western hemlock. Santa Claus may have a preference, but if so he bows to local availability and empties his pack under whatever kind he finds awaiting him.
>
> For the northeast and even as far south as Washington, the forests of northern New England, northern New York and eastern Canada furnish the supply of Christmas-trees. It is a definite seasonal industry. The trees are graded as to size and condition and shipped in carload lots. Wholesale prices are quoted in the market lists. From producer to consumer the trees pass through many hands.
>
> Many towns and cities have, in late years, taken to decorating well-developed trees in a centrally located park as municipal Christmas-trees. Some even construct artificial trees that, when strung with the long lines of brilliantly lighted bulbs, look very much like the real thing. It is a pretty sight from a railroad car window on Christmas Eve to pass through town after town, each with its gaily decorated tree.

More persons every year "are devoting areas of waste and non-agricultural land to the production of Christmas-trees from Christmas-tree plantations." Here, to quote Professor Hosmer:

> The trees are spaced closely, usually two or three feet apart each way, and grown from eight to ten years. Norway spruce is a good species to use in the Northeast. Few families in these days care for trees more than six to eight feet tall, so that a quick rotation is indicated in the management. Under proper conditions these trees grow a foot in length each year. With suitable market facilities, especially when his location is near a town or small city, the owner of such a plantation may reap a very satisfactory financial return from the crop of trees that he harvests each year.

But considering those who object that the use of trees for one



The New Coach $1215

Four-wheel brakes, Fisher Body with one-piece V. V. windshield, Duco finish, balloon tires, disc wheels, full automatic spark control, unit instrument panel, driving controls on steering wheel, automatic windshield cleaner, permanent visor, rear-view mirror, transmission lock, dome light, extra wide doors with invisible door checks, and luxurious upholstery.

Today the new Oakland Coach, with body by Fisher, is on display in the showrooms of Oakland dealers everywhere. Its beauty, staunchness and roomy comfort for five persons mark an advance in Coach construction as impressive as its unexpectedly low price.

Roadster $1095; Touring $1095; Special Roadster $1195; Special Touring $1195; Coach $1215; Landau Coupe $1295; Coupe for Four $1495; Sedan $1545; Landau Sedan $1645. At Factory.

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OAKLAND

PRODUCT OF GENERAL MOTORS

day only is a waste, let us look still closer at this Christmas-tree business. Five million a year sounds like a lot of trees, but is it? Suppose we figure it in acreage. It is usual to space trees in forest plantations, six by six feet, which makes 1,210 trees to the acre. If five million trees were set out, it would require 4,132 acres. As we find them in nature there may not be so many per acre. Suppose we double the acreage and then throw in a little more for good measure, and assume that our cut of five million Christmas-trees come from 10,000 acres, all clear cut each year.

The United States Forest Service has recently stated that "our remaining forests of all sorts are being cut at the rate of about 10,000,000 acres a year." Ten thousand is one-tenth of one per cent. of ten million. Even if it took the clear cutting of that area to furnish us with Christmas-trees each year, it would be but an infinitesimal part of our yearly drain on the forest.

As a matter of fact, on most of the land from which spruces and firs are cut, the forest readily replaces itself through natural regeneration. Much of the Christmas-tree stock that goes to the Atlantic seaboard cities comes from land that has reverted to forests, or from swampy areas and balsam thickets, or results from the cuttings that farmers make to keep their pastures open for grazing. Frequently the best, often the only, market afforded for the small conifers so removed is as Christmas-trees. True conservation of the forest results not from leaving trees to grow old and die, but from their wise use when they are needed, in whatever size, by man. Under proper forest management one crop of trees is made to succeed another.

CHRISTMAS DECORATIONS, AS PREPARED BY MOTHER NATURE

"But suppose these spruces and firs were not cut for Christmas-trees, what then?" asks Professor Hosmer. The answer runs:

> When they grow large enough they would probably be felled and made into pulpwood, and in due course converted into newsprint paper. It is authoritatively said that it takes an amount of pulp-wood approximately equivalent to that grown on 40 acres to print the average Sunday edition of the newspapers in a large city.
>
> When one is told that the cutting of Christmas-trees entails waste and injury to our forests, is it not in order to balance the joy and the lasting influence of the Christmas-tree as against a page or two of the crude and often brutal comic section of a Sunday supplement?
>
> In Lewis Carroll's book, "Sylvie and Bruno," is a definition of sobriety that may perhaps be applicable in this connection. He says: "Sobriety is a good thing when practised in moderation, but when carried to an extreme even it has disadvantages. When a man is tipsy (that is one extreme), he sees one thing as two. But when he is extremely sober (the other extreme) he sometimes sees two things as one. Both are equally inconvenient." The conservation of the forest through wise use is one thing, and a very vital one to us in this country to-day. The attempt to preserve the forest by forbidding the cutting of trees is quite another and wholly unwarrantable thing. Do not those who decry the use of Christmas-trees rather incline to extreme sobriety?

CHICAGO'S CHRISTMAS-TREE SHIP

THE SITE OF CHICAGO'S darkest tragedy is also the scene of its most beautiful tradition. It is located at one of the city's busiest corners, which is the same as saying that it is one of the busiest corners in the world. If you wait long enough at any one of the world's famous cross-roads, scattered about the globe, you will meet every one you ever knew, goes the old saying, but you need only wait till Christmas week at this particular corner, where Clark Street crosses the Chicago River, to see something well worth waiting for. It is a strange coincidence that the very place where the excursion-steamer *Eastland* turned over in June, 1915, sending 812 men, women and children to their death in the river, should be the spot where Chicago's Christmas-tree ship has tied up for the past thirty years. Here, says Sidney McNeill Sutherland in *Liberty*, "the tender saga of the town's most precious memory is told." As he relates it:

> In a late November day of 1884 a little schooner furled its sails at the mouth of the river, hailed a tow, and presently was lashed to the dock. It was a newer sidewalk then.
>
> Early passers-by halted on the bridge and stared down in amazement; from the jib to tiny cabin aft were piled hundreds of Christmas-trees—little ones for a baby's single candle, larger ones to hold a family's gifts, and big ones to fix a Sunday school's attention.
>
> A boy about thirteen years old was tacking up a canvas sign:
>
> THE CHRISTMAS-TREE SHIP
> MY PRICES ARE THE LOWEST
> HERMAN SCHUENEMANN.
>
> The news ran along the town. City editors sensed a feature and reporters went down the stairs, leaped aboard, and asked the boy for Mr. Schuenemann.
>
> The story lost nothing when they learned the lad, an orphan from Wisconsin, living with an elder brother, had conceived the idea, rented a relative's schooner and crew, and brought the vessel from the icy forests of the Michigan Peninsula, laden with Christianity's most loving symbol. By Christmas the cargo was sold—the pretty idea and the modest prices had captivated the people.
>
> "I'll be back next year," said Herman to the last group of purchasers.
>
> "And bring some wreaths and holly and shrubbery," a Sunday-school teacher rejoined.
>
> The following year Herman again disposed of his wares long before the profiteers around the corner on South Water Street—the city's market place—had sold theirs.
>
> The Christmas-tree Ship became a Chicago institution. The years slid past, and every year, in November, the tree ship was towed up the river to its berth at the Clark Street Bridge. Herman grew older, as did his little customers, and men who of yore had begged the "skipper" for a baby shrub, came down the steps, shook hands with their friend, admired his new three-master, the *Rouse Simmons*, introduced their own babies, and bought the Christmas-trees.
>
> There was great and sincere rejoicing along the water-front in 1897. Customers who came down to walk between the bundles and towering trees on deck were presented to a young woman, whose sparkling eyes and ruddy cheeks were a delicate accompaniment to the pealing laughter and arched chest with which the captain announced his marriage.
>
> "This is Barbara, my wife," he said, ruddy with health and pride and happiness.
>
> That year the customers came back, to shower gifts on the bride of their friend, and the children fetched toys, shyly and joyously showing their love for the Christmas-tree man.
>
> Babies came; first, Elsie, known thenceforth as the "Christmas-tree Ship Girl"; then, the next year, in 1900, the twins, Pearl and Hazel. Nor did the city editors forget, nor begrudge the space required by lengthening chronicles about the Schuenemann family and their vessel.
>
> Bulky envelops with that name are in the "morgues" of

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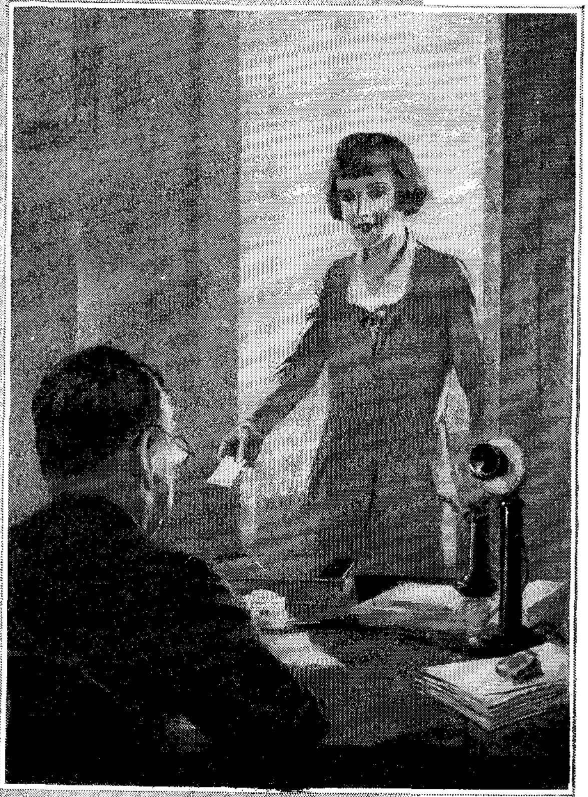


While you are deciding whether or not you will see Mr. Jones, may we say a word or two about him?

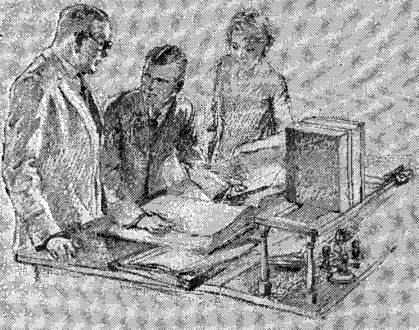
Would you like to know each day just where your business stands? Mr. Jones can tell you how other men are getting just such information. And best of all, he will help you get these vital figures about your business quickly and at a trifling expense. Maybe there are leaks and losses that steal your profits. He will help you find them.

For Mr. Jones is, first of all, a student of the figure problems of business. Each day he is in touch with many business men in many lines of business. He knows from first-hand practical experience the best methods for getting those figures which build a business and increase its profits. He knows the pitfalls of some methods that look like short cuts. He is one of the more than fifteen hundred men who represent the Burroughs Adding Machine Company.

And, if, in studying your figure requirements, Mr. Jones finds you need figure machine equipment in order to do the work more economically and accurately, he can, without prejudice, advise you the type, style and size you should have. He does not attempt to solve all the figure problems of business with one type of machine. The Burroughs Company builds four distinct types for adding, for bookkeeping, for calculating and for billing. And each type is made in many sizes and models to meet the varying needs of different lines of business. Each machine adds, subtracts, multiplies and divides.

And so, we know you will be glad to see Mr. Jones (or whoever the Burroughs man in your territory may be), and talk over your particular problems with him. You need not hesitate to use his services, even though you do not need and do not purchase figure machine equipment. He is part of a great organization, built during the past forty years by rendering a service that helps the business man make more money.

If you live in one of the more than 200 cities in the United States and Canada where Burroughs offices are located, call our local office on the telephone. Otherwise, your banker will give you the address of the Burroughs office nearest you, or, if you prefer, mail the coupon. Burroughs offices are also located in every other country in the world.



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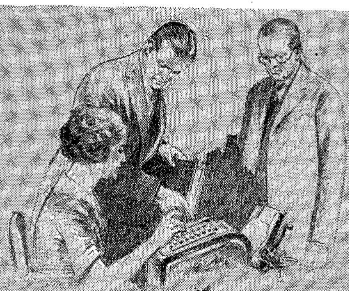

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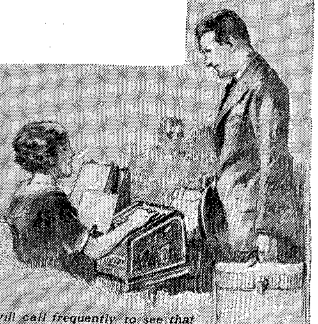

He will call frequently to see that you are making the best use of your Burroughs equipment.

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I would like to discuss my figure problems with a Burroughs representative.

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Address ____________________

every Chicago newspaper, attesting to the hold the story had taken on Chicago's heart. And the last story they contain brought sorrow to many a home in the city.

The captain died as he might have wished: On November 23, 1912, in a terrible storm, the *Rouse Simmons* with its crew of thirteen went down off Two Rivers, Wisconsin. And from that day to this no trace of the schooner has been found! Not a spar, or a corpse, or a shred of sail ever drifted ashore.

The Middle West rose as a man to help the widow of its beloved friend. Ships were taken off regular runs, dainty yachts were unleashed and sent out across the gray waters, and prominent men persuaded Uncle Sam to lend his revenue cutters to join in the search. For a week they combed the combers—in vain.

Then reporters went to the Schuenemann home in North Clark Street, where the widow met them with a shadowy smile.

"Thank Chicago for its offer to help," she said. "But tell them we are not in need. The home is paid for; there will be a few dollars left after the debts are paid; and I have my health. We will be all right. The captain would not wish me to take charity, no matter how kindly the donors."

Photographs by courtesy of *Nature Magazine* (Washington)

"A PURE BREATH FROM NORTHERN PINE FORESTS"

Over five million trees are used each year in this country alone as a part of the celebration of the Christmas festival. Herman, of the *Rouse Simmons*, brought his yearly cargo from northern Wisconsin.

"But what will you do later?" the reporters asked. "Chicago wants to know your plans."

Oh, what bravery and honor and pride was there in the widow's smile!

"What will I do?" she echoed. "Why, I shall get another ship and bring the children their Christmas-trees—just as the captain would wish me to do!"

The next year Mrs. Schuenemann had the usual 20,000 trees sent down from the Manistique region by railroad, and sold them on North Clark Street, as near the bridge as she could find a vacant store. But in 1914 she chartered the *Fearless*, and with her eldest daughter and a crew of ten went up to the snow-packed forests. She supervised the men, and the ten lumberjacks who had worked so long for the captain, and she brought down the precious cargo.

Mrs. Schuenemann has never missed a year with her Christmas-tree Ship. Gray-haired men, some of them the pillars of Chicago's business structure, now descend the rotting stairs, go aboard, and sit in the little cabin. They talk to the wrinkled woman with the calloused palms, and with Elsie, now married, of the forty years that have passed.

The reporters, some of them new to Chicago's sweetest tradition, some of them older than the "Mrs. Captain," are always on hand to welcome the old boat.

The fir and spruce boughs and the balsam and pine bring to the smoke and stench a fragrant breath from the knife-keen air of the Upper Peninsula, where the two women have tramped far inland to find the tree treasures. The woods are thinning out now, and the good trees have to be carted for miles to the water's edge. And the sharp winds slash the face and hands more bitterly than they did when the "Mrs. Captain" was younger.

"I'm getting old and tired," the widow said last Christmas. "We haven't very much. But nobody gave us a penny, and we owe no one. Elsie and the twins got a better education than their father or I ever had. The captain would like that. And as long as my strength lasts I shall bring the Christmas-tree Ship to Chicago every year. After me, maybe my daughters, or their children, when they are born and grown, will do the same. The captain would have wished it."

And when, last Christmas Eve, the widow had sold her last bit of shrubbery, and the late night murmurs of the city seemed like silence after the voices of the day, she paused beside the rail, before turning out the lights.

She peered into the dark, oil-streaked, débris-laden river creeping past, as if she wondered whether the souls of the babies who went down to their death in the *Eastland* were hovering about the old Christmas-tree Ship, nodding their little heads and smiling with the wraith of the kindly captain who kept faith while he lived and carried on through his good widow after he had gone away.

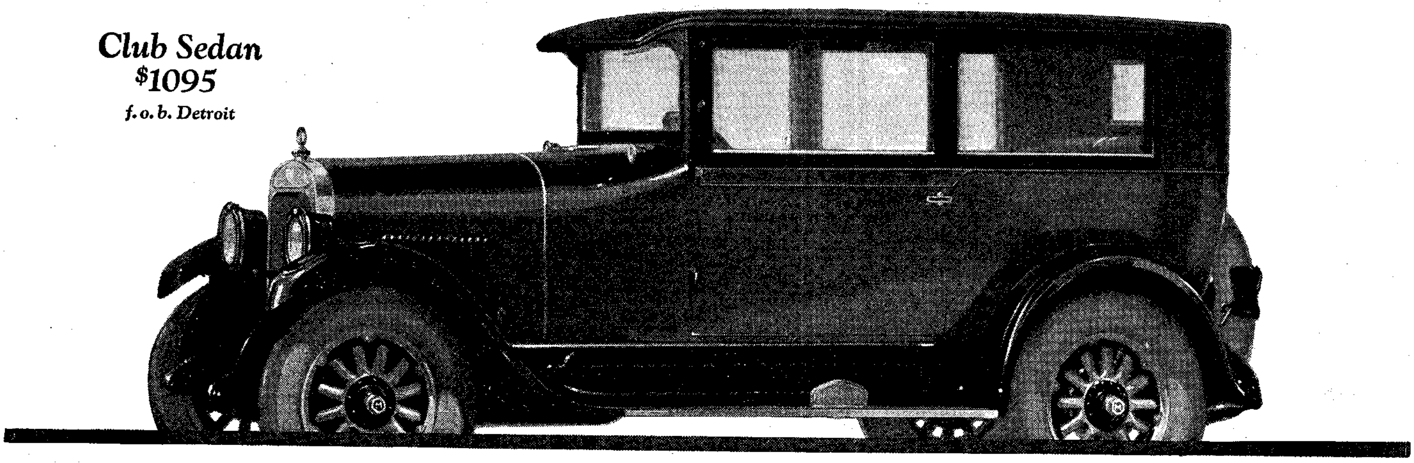
A TURKEY SNAKE-DANCE

"FROM THE TOP of a hanging ravine," Mr. Archibald Rutledge looked down through the mist in the mountains of southern Pennsylvania, and in the early light of the dawn counted the turkeys. Twenty-six turkeys all doing a solemn, slow and mystic dance, like a band of dervishes, lowering and spreading out their great gleaming wings, and keeping up a continual calling and complaining. A strange sight, surely, and stranger still, as Mr. Rutledge describes it in his book on "Days Off in Dixie" (Doubleday Page & Company), was the reason for this hypnotic dance:

> I know not if the wild turkey suffers from snake-bite; but at sight of a large snake the bird will show extreme excitement. If a flock be present, a slow dance will be begun about the reptile, the birds lowering their wings, raising and spreading their tails, and making a continuous querulous calling. Single birds will detach themselves from the revolving circle to make frantic dashes at the snake. This dervish-like performance will continue for an hour or more. If the snake is not too formidable, he will likely be killed; but a serpent of the proportions of a great diamond-back rattler will be left unmolested. I once witnessed this strange snake-dance in the mountains of southern Pennsylvania. From the top of a hanging ravine, I looked down through the mist of dawn and counted the turkeys. There were twenty-six in number. They continued their antics about the snake for a full half-hour, when they broke up the dance and began foraging. The snake was a king snake, and a large one. The turkeys probably left him dazed and deafened, but otherwise he was unharmed.

The first Thanksgiving Day, after the terrible winter which had taken such toll of the Pilgrim Fathers, when the feast was set for the friendly Indians, the dish which crowned all was the great wild turkey, and it must have been that the Pilgrim Fathers had advance information about what was to be 100 per cent. American when they so quickly recognized this great national dish. So many turkeys have been eaten since that day that it is a miracle that the turkey still survives at all in a wild state. He has many enemies, and his great weight handicaps him in flight, but Mr. Rutledge gives an account of one time when the element of surprize served the turkey well:

> The time was midday, and the place was a virgin pine forest near the South Carolina coast. I was hoping to jump a deer in the tall yellow broom-sedge, through which my horse was breasting his way. Suddenly, from a gnarled old pine ahead of me, a fine gobbler sailed off, his flight taking him into a dense fastness of sweet bays and tree-myrtles. I guessed that the turkey had taken the tree while I had been still a great way off. This had been done to reconnoiter the situation and to determine



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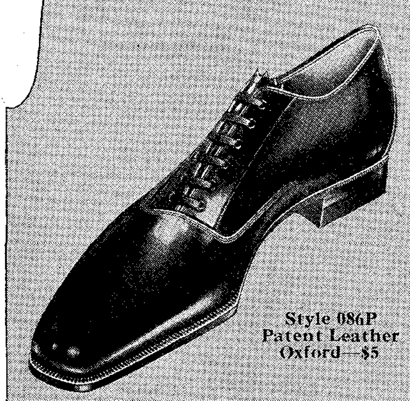

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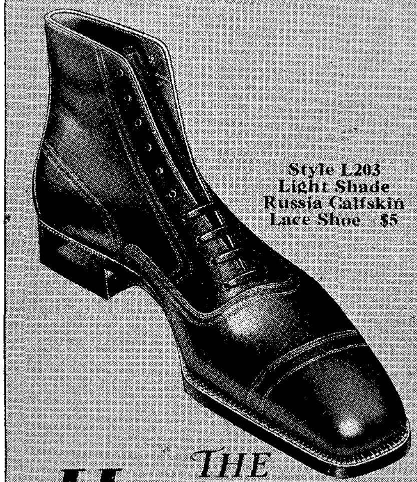

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BIRDS, BEASTS AND TREES

Continued

what degree of danger it held. Before I had ridden within gunshot, he had decided what was best for him to do, and very promptly he had acted upon his decision. After he left me I rode on, taking the precaution of changing a buckshot for a turkey shot shell in one barrel. While doing this—of course it was while I was thus engaged!—the very largest and heaviest gobbler that has ever come within my sight began a tremendous scuffling in the gallberry bushes beneath my horse's very nose. His great weight handicapped him, and his rise out of the bushes and broomsedge was slow and awkward. My mount, being unused to bombs of this formidable size exploding beneath his face, stood straight up on his hind legs, pirouetted about, as the dancing dogs of the medieval mountebanks used to do, and threw me entirely out of equilibrium. By the time order was restored, my gobbler was too far away for a shot, beating his way off powerfully among the glimmering pines. It was only a moment later that the dog I had with me struck the scent of a third turkey and followed it on a dead run. As far as I could see, this last bird never took wing; it simply ran and dodged its way to freedom. Here, then, were three wild turkeys which, in the space of a few minutes, did three entirely different things, and effected three very skilful escapes. I do not think that the bird which let me ride up to him acted with the best intelligence; for if my horse had behaved, the day might have gone against him. However, whatever view I may take of his mental capacity, it is certain that he accomplished his object, while I did not.

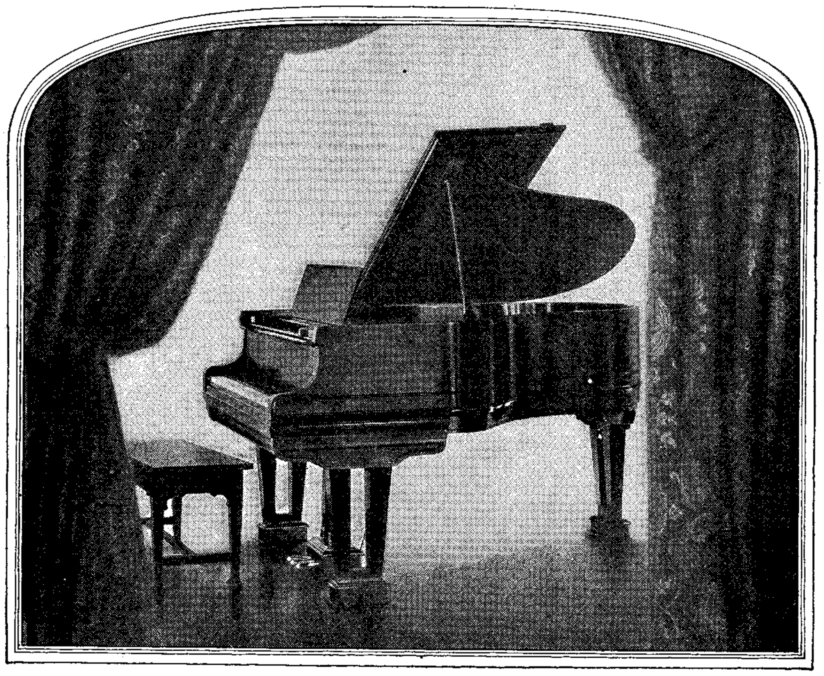
I have said much of the wariness of this magnificent bird; and it is true that his alertness is manifest in almost every movement and is revealed in every habit. Yet there are times when the wild turkey can be approached quite readily. It is not afraid of automobiles—of even the noisiest variety—or of riding-horses or vehicles. I have repeatedly, when in a car or in a buggy, come within twenty steps of whole flocks of turkeys, which appeared no wilder than a common farm brood. But let a man once detach his fell shape from the vehicle in which he rides, and the turkeys will at once recognize their ancient and inveterate enemy. Occasionally a wild turkey will display something like stupidity. It seems almost impossible for one to become accustomed to the nature of a woven-wire fence; and wild turkeys have been known actually to be caught by hand while they were vainly and with absorbed struggles trying to force their way through such an obstacle. When setting, the female can readily be approached; indeed, it is not a difficult matter for a man to catch a wild turkey hen on her nest while she is incubating, especially if the eggs are near hatching.

The mating and nesting habits of this great bird are naturally of peculiar interest. In all regions where turkeys are found "gobbling" begins with the earliest hints of spring. This continues for at least a month, during which there may be no actual mating of the birds. This gobbling is the challenging call of the old males; and in turkey country it may be heard chiefly in the early morning and in the late evening. It is a curiously protracted performance; sometimes a single individual will gobble for hours. It is occasioned, of course, by the awakening of the creative instinct with the dawning of the new year, when the physical being of the bird undergoes decided changes. The plumage takes on a new sheen. The nervous centers of the body are vitally stimulated. The gobbler's lores and his head and throat become a fiery red. He seems at such a season to do nothing but gobble and strut—unless it be to fight every other male that dares to come within his domain. The gobbling seldom starts instinctively! I mean that it seems like an irritated rebuke of some noise. The scream of a hawk, the lowing of a cow, the fall of a dead limb—any one of these will provoke a challenge from a male. In regions where turkeys are much hunted, a gobbler will not answer any sound such as a whistle or the crack of a whip; but in very wild swamps such noises are replied to. During this season mentioned, an old male will seldom leave the roost without having duly bidden defiance to the world at large and to his own kind in particular. I regret that in some States hunters are permitted to shoot turkeys in the late months of winter, when it is an easy matter to lure these splendid creatures within gunshot. A hunter will usually imitate the soft and plaintive call of the female; but, strange as it may seem, far more effective is the voluble and entirely masculine challenge of the male. So straight will be the line that one gobbler will run to another that a surveyor might well envy its accuracy. But in this, as in all similar instances, there is something peculiarly reprehensible in thus taking advantage of the sex nature of noble wild life.

During the period of gobbling, while the males are literally working themselves into a pitch of fury over the matter of rivals, the females are shy and retiring. But the flocks of winter are now broken up, and the Voice of Eden is sounding to them. As the time for mating approaches, the females begin to answer the males. Their calls are faint and alluring; yet the sound carries far through wildwoods.

The nest is commonly made beside an old log, with wild briers or bushes overhanging it. Unless the first nest is destroyed, but one brood is raised; this rule holds for almost all birds, from the lowest to the highest orders. The average number of eggs laid by a wild turkey hen is twelve, tho clutches of eighteen and twenty eggs are occasionally found. During the incubation period, the hen leaves her nest twice a day—in the early morning and in the late evening. At such times she is comparatively tame, appearing to think more of keeping her nest secret than of her own safety.

When her brood is young, the mother will risk herself perilously to save her babies. Upon being surprized by an enemy, she will resort to the customary pitiful pretense of being wounded. Her chicks meanwhile vanish into hiding. If very young, they are not larger than quail—delicate, eerie little creatures, whose survival amid the gross jungles in which they are reared seems remarkable. The mother will craftily time her crippled performance with the "get-away" of her brood. However tiny they be, the young will remain hidden until the mother calls. This may mean a wait of half an hour or more. How marvelous is such obedience! How many so-called well-disciplined children could perform the same feat? It seems more than instinct: it means character. When the old hen does call them forth, delicate stirrings and flute-like pipings will be heard as the little ones hurry through the "fairy forests of grass."



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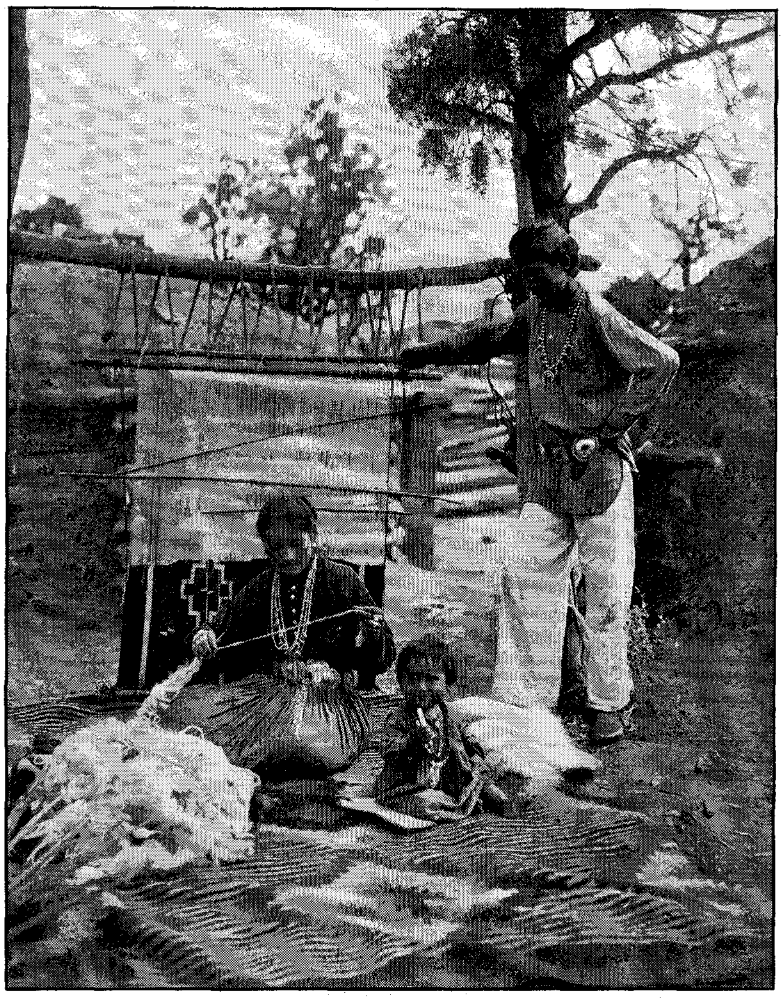
GLIMPSES • OF • WINTER • PLAYGROUNDS

THE DELIGHT OF UNKNOWN PLACES

"WHAT IS THIS LIFE, if it be not mixed with some delight? And what delight is more pleasing than to see the fashions and manners of unknown places?"

Thus wrote Tom of Reading in the year 1600, at the very dawn of the era of transportation. Tiny caravels were groping their way toward many "unknown places," and as Stow, another old-time chronicler, tells us, "divers great ladies made them coaches, and rid in them up and down the countrie, to the great admiration of all beholders; but then little by little they grew usual among the nobilitie and others of sort."

A century later all London gaped when four horses, with clanking harness and all a-lather, galloped into the Strand, completing the first run of the "Bristol Mail."



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IN NAVAJO LAND

Thus, little by little, grew the travel habit, "mixing with life some delight." To-day it is all but universal.

In the refinement of the twentieth-century wanderlust, we have evolved a delight even beyond that of moving from place to place. We have copied the happy instincts of the birds and now migrate to that climate which nature in her bounty provides for our various tastes.

Conveyances on land and sea and in the air are waiting to whisk us from one zone to another, whether it be in the realm of King Frost in the Adirondacks, White Mountains, Quebec or Revelstoke; the temperate latitudes of Pinehurst, Asheville or Aiken, or the tropical luxuriance of Palm Beach, Havana, Buenos Aires, or the Nile.

Some winter playgrounds and the pathways to reach them are discust briefly in this issue of THE LITERARY DIGEST, with the hope that these brief suggestions may be of service to our readers in planning their winter vacations.

THE WELCOME OF DIXIELAND

"Natural resources and climate should satisfy any reasonable country," says John T. Faris in his book, "Seeing the Sunny South." "But the South does not need to rest content with these possessions. For that favored region is rich also in scenery that is amazingly varied and attractive—mountains that reach to the clouds; rivers that leap and foam, as well as rivers that pursue their way in placid unconcern; lakes and springs, bays and islands, forests and valleys."

But climate and scenery are not all. Neither arouse that affection which visitors feel toward the "old" South, nor their admiration for the inspiring "new" South. Development has not obscured old-time charm. The South is seasoned with mellow richness akin to that of old oak. Colonies were founded here before the Pilgrims set foot upon Plymouth Rock. The South welcomes visitors. Since the early settlements chivalry and hospitality have been inborn qualities with generations of Southerners. Here the old America still lives, and beside it thrives the spirit of modern progress and enterprise.

Washington stands at the northern threshold of this Southland, the city whose spirit is impressive with the majesty of a great government. Every American and every foreigner is gript by its institutions and historical associations. The city of mighty achievement, it might be termed. Washington is one of our great rail clearing-houses. The eighteen-million-dollar Union Station receives or dispatches trains of the Pennsylvania System, Baltimore and Ohio System, Chesapeake and Ohio System, the Atlantic Coast Line, Seaboard Air Line and Southern Railway. Washington is the northern terminus of the Norfolk & Washington Steamboat line connecting this port with Norfolk, the ocean gateway for the Chesapeake and Ohio System, the Norfolk and Western route, Norfolk Southern, the Virginian Railway, Southern Railway, Seaboard Air Line and Atlantic Coast Line.

If we follow the waters of the Potomac from Washington to the Chesapeake, past ancient Alexandria and sacred Mount Vernon, we come to the fascinating Virginia "Tidewater."

The rivers and bays here were the cradle of the nation. Here is the region of Pocahontas and Capt. John Smith, rich in legend and romance.

Old Point Comfort with its Fort Monroe, active in two wars, is the nucleus of numerous points of historic interest, including Jamestown Island with its remains of the first English-speaking settlement in America; Yorktown where the curtain fell upon the Revolution; venerable Williamsburg where the first legislators of the State met; Hampton with its ancient St. John's Church; the James River and its stately colonial mansions; Newport News where Capt. Christopher Newport sailing into the Chesapeake in April, 1607, with his little fleet, including the

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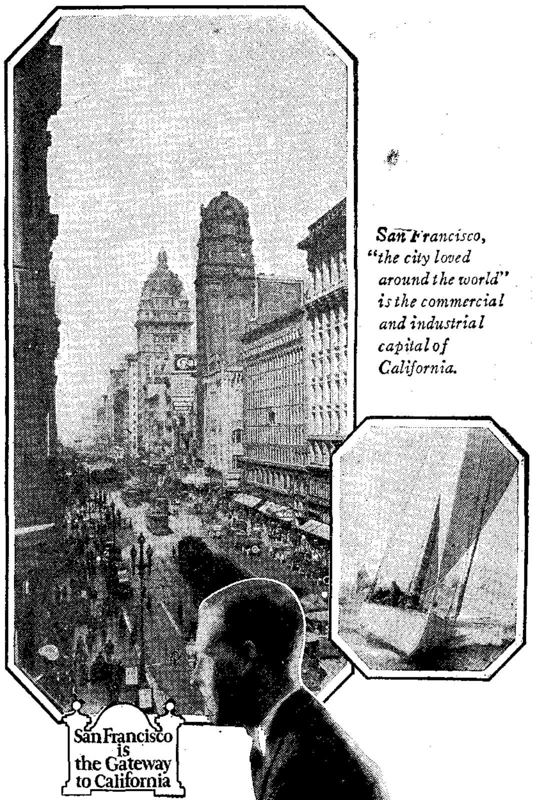
If you can succeed and save money where you are, by all means find out what California can do for you. More than 240,000 people already have written to Californians Inc., a non-profit organization devoted to the sound development of the State, and have received the illustrated, authoritative free booklet, "California, Where Life Is Better," that tells much you should know. Write today for this booklet. It may lead you to greater material success, greater opportunity, greater enjoyment of life. Fill out the coupon and mail it to CALIFORNIANS INC., San Francisco, Calif.



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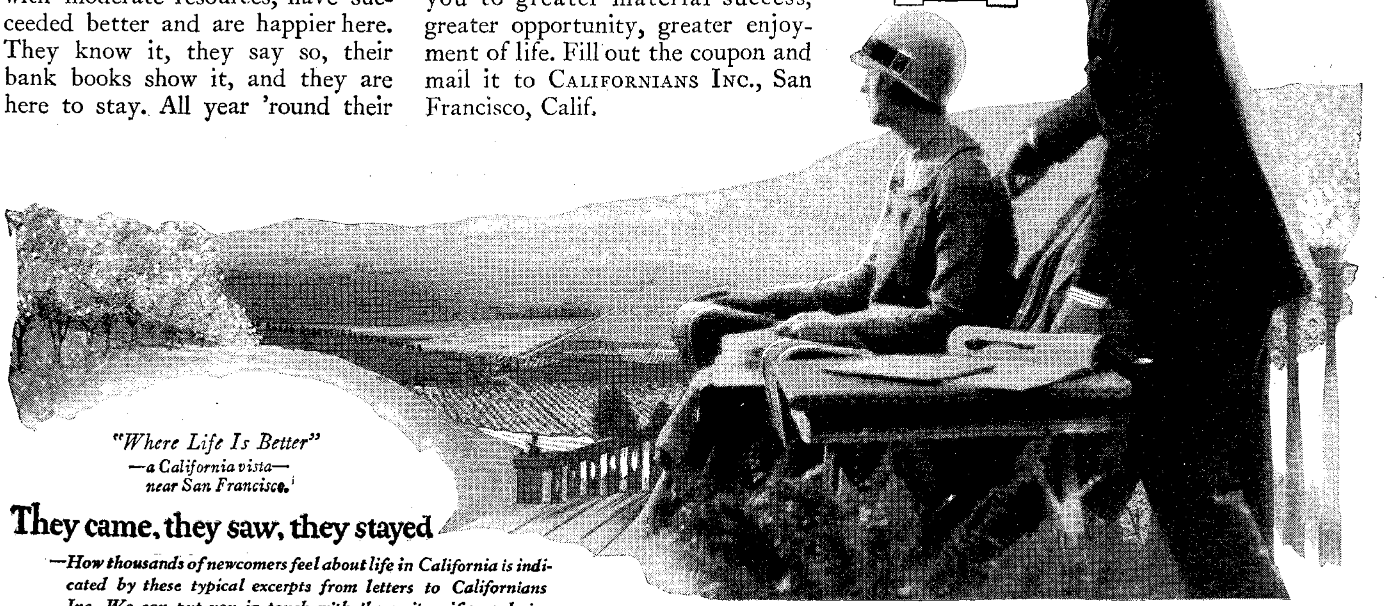

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"I have been here since last December. The wonders and beauties as well as the business advantages of this part of the state cannot in my opinion be overstated."—H. K. H., *San Francisco.*

"I am making more money on fifteen acres of olives and fruit here in California than I did on 640 acres where I came from."—W. H. W., *Corning.*

"I find the whole school system superior to schools elsewhere. My health was not good but here I have energy and strength to do most anything I undertake."—Mrs. T. W., *Fresno.*

"The climate is wonderful. You can work every week in the year. So far, I have found California just exactly what Californians Inc. said it was—a place where life is better and a man has a chance."—G. L. G., *Knight's Landing.*

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Hawaii

for Summer Tan this WINTER

A woman stands in her stateroom door—eager, a bit regretful, too. The past five days have been so joyous—and so fleet.

But this is Honolulu—look! This jade bay foaming on the reef. Those lilac peaks. The red roofs glinting in the sun. A palm-fringed point. . . . This dock, fluttering with leis, shrilling with "alohas"—where are the inquisitive customs sleuths? Why, this is America, don't you know? . . . Taxi? They're whirled away to a hotel, to a first taste of papaya, and a pot of Kona coffee.

Refreshed and keen! What to do? Shall she try a surf-board right away, or motor 'round the island the first day? Explore those quaint shops that caught her eye, or spend new-found energy on the courts—the links?

Then there's Kauai's Waimea Canyon with the time-dyed walls; Hawaii National Park, with Haleakala's vast crater where the Brocken specter has been known to show, and Kilauea's live volcanic maw.

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

Discovery, *Good Speed* and *Susan Constant*, landed; Richmond, possessing many historic landmarks, and busy Norfolk, one of the South's great ports.

The route of the Chesapeake & Ohio System extends West from Old Point Comfort and Newport News to Richmond, Virginia Hot Springs, White Sulphur Springs, Louisville, Cincinnati, Chicago, Columbus and Toledo. For many miles this railway is located on the towpath of the historic James River Canal, which in 1840 carried water-borne commerce from Lynchburg to Richmond. Between New York, Old Point Comfort and Norfolk ply vessels of the Old Dominion Line. Norfolk and Washington are joined by the Norfolk and Washington Steamboat Line, while Norfolk and Baltimore are connected by the Old Bay Line and Chesapeake Line.

Continuing southward along the indented shores of North Carolina we come to Charleston, S. C., where stands historic Fort Sumter. "In the blood of most of us," says Rex G. Fuller, writing on "Through Old Charleston's Doors and Gateways" in *The American Motorist*, "is a racial memory, an inherited pride, that makes the word 'colonial' a tingling suggestion of romance, adventure, spacious living, and hardy independence. You love it; you can't help it. It makes you wistful; and you can't help that either. But what if you could recapture it? What if you could actually see it, standing solidly as it stood a century or two ago, not in a few obscure corners, but in block after block of its own crooked, leisurely, neighborly streets? What if you could breathe its air, see its old waterways where eight-oared barges used to move in state, read its old records, hear its old names on the lips of friends who greet each other on the streets? Why, to be sure. And why not?"

The answer is—you can in old Charleston, with its colonial architecture and atmosphere. Charleston is served by the three trunk lines, including the Seaboard Air Line, Atlantic Coast Line and Southern Railway and is a port of call for Clyde Line Steamships.

Then where the Savannah River empties into the Atlantic on the border-line of Georgia there stands another city of seasoned charm, a city breathing the very atmosphere of Dixie. Savannah is in the subtropical zone and her winter days resemble a New England Indian Summer. Two centuries ago the city was planned by Gen. James Oglethorpe, and in its expansion it has followed the original design of broad boulevards, parkways and numerous parks, charmingly landscaped. Tybee Island, one of the South's most attractive seashore resorts is Savannah's ocean playground. Between Savannah, New York and Boston ply the steamships of the Savannah Line. Savannah is also a port of call for the Merchants & Miners Transportation Coastwise Fleet and is served on land by six trunk-line railways including the Seaboard Air Line, Southern and Atlantic Coast Line.

We have glimpsed some of the South's coast and near-coast points of interest. Inland are still other attractions. In the valley of the upper Potomac on the Baltimore & Ohio System, are regions of superb scenery along the line of the old Chesapeake & Ohio Canal. Here is historic Harper's Ferry and other places which figured prominently in the nation's younger days.

The great Valley of Virginia has its Luray Caverns, containing three miles of subterranean glory; the spectacular Shenandoah Grottoes; Gettysburg and other famous battle-fields, and the Natural Bridge. Rail routes include the Norfolk & Western, Chesapeake & Ohio and divisions of the Southern Railway.

Near the border-line between Virginia and West Virginia in the Greenbrier Mountain region are located on the Chesapeake & Ohio System the South's oldest resorts, White Sulphur Springs in West Virginia—"Old White" of the days when the aristocracy of the South visited it with "coach and four," and Virginia Hot Springs, amid ideal surroundings. The popularity of these Springs grows apace, and each year more and more visitors partake of their waters, enjoy saddle trips over the mountain trails and play golf on the superb courses.

In North Carolina between the Ocean and Alleghanies lies the Long-Leaf Pine Belt with Pinehurst its headquarters. Pinehurst is called the winter golf capital of the United States, yet with its neighboring town, Southern Pines, it is assuming each year greater importance as a place of winter residence. The recreational possibilities include besides golf, horse-racing, saddle-rides, motoring, tennis and fox-hunting. The Seaboard Air Line route serves this region.

In western North Carolina is The Land of the Sky, with Asheville, "The Queen City," its capital. Here is a region which for invigorating climate and scenic charm is not excelled east of the Rockies. Here is the great Pisgah Forest and Game Preserve with 80,600 acres of natural beauty, and Mount Mitchell 6,711 feet above sea-level. Golf at the Biltmore and Asheville Country Clubs and the saddle are favorite amusements. The Land of the Sky is penetrated by the Southern Railway System.

Aiken, on the Southern System, also Augusta, reached by the Southern and the Atlantic Coast Line, are noted for their select winter colonies. Here again golf, the saddle and the hounds furnish recreations.

Crossing the mountains into Tennessee and journeying westward we reach Chattanooga.

"Come with us to Chattanooga, 'The Dynamo of Dixie'," says the editor of *The American Motorist*. "Pick up the history of your school-days again and recall the famous battles of Lookout Mountain, Chickamauga, and Missionary Ridge, and then remember that the visitor to Chattanooga is within a few minutes' pleasant ride over splendidly paved roads to all three of these wonderful battle-fields. Situated on the Tennessee River and right at the Georgia line, Chattanooga, because of its surrounding mountains, enjoys a climate not often found this far south. To climb Lookout Mountain over a wonderful motor road, which carries one around hair-pin curves and upward, ever upward, until the peak of the mountain is reached, is an experience in itself." Chattanooga is reached from the north by the Southern Railway System.

In Georgia it is inevitable that our minds should turn to that other dynamic city of the South, Atlanta. As a writer in *The World Traveler* says: "You may stop over in Atlanta 'The Gate City of the South' as a break in the long trip from the East to Palm Beach. Atlanta makes a "half way house" between New York and Miami, and you'll find the same spring fashions displayed on Peachtree Street that you later purchase on the Flagler trail.

You may hear of Atlanta as the place where the eighth—or is it the ninth—wonder of the world, a memorial of heroic proportions, is being carved across Stone Mountain, to the eternal glory of "The Lost Cause" of the Confederacy. This then is what you will want most of all to see, and oddly enough you will come away with the impression that it hasn't been overrated. Decidedly a new thrill. You may travel the sixteen miles beyond the city by trolley, tax or bus. Leaving Peachtree at Ponce de Leon Avenue you drive through Druid Hills, a fashionable residence section, and past the Druid Hills Golf Club. Stone Mountain itself, the largest single mass of granite in the world, measures seven miles around."

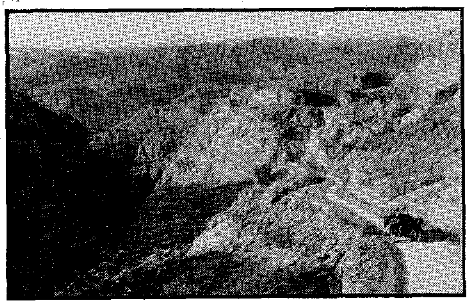
Some of the rail routes intersecting Atlanta include The Southern Railway, Louisville and Nashville Systems, and the Seaboard Air Line.

Springfield, Missouri

YOUR APACHE TRAIL

BY FRANÇOIS DE FASSENET

YOUR APACHE TRAIL, that smooth automobile highway which winds for 120 miles between Globe and Phoenix, Arizona, through a region of fantastic canyons, ancient cliff-dwellings and queer cactus growths, furnishes a sightseeing trip of which you Americans must be justly proud. To a European, this weird section of Arizona has a strange fascination, for it is so magnificent and so unlike any scenic attraction of which we can boast on the Continent. I am being frank with you when I say that I have never seen anything in Europe to equal the scenery and varied interest enjoyed on the journey over the Trail. The nearest approach I know of is the motor tour between Nice and Mentone. But, although this tour is very fine, it somehow lacks the originality and diversity of your Arizona trip.



Out through Fish Creek Canyon into the weird mountains of Apacheland winds the Trail.

As you doubtless know, one leaves the Pullman of the Sunset Limited in the crystal morning at Globe after a pleasant ride from New Orleans and boards the comfortable 12-passenger motor-car that is to take you through a wonderland to Phoenix. Over Cemetery Hill you glide through a forest of giant cacti that reminds one of a futurist painting. While your car climbs to the top of Lake-View Summit, 3,988 feet above the sea, your eyes sweep over the immense expanse of Tonto Basin—far distant peaks and ridges that rim the horizon standing out with surprising distinctness in the clear atmosphere. For about a dozen miles the famous Four Peaks stab the blue sky with their bronze spear-heads. Other rocks and mountains are massed in every peculiar coloring and shape. One of them, especially, looks like a huge sphinx with one side showing a blue and dark-mauve convex wall that blends at the bottom into a large, dull shadow which gives the impression of silence and death; while the other side reflects gleaming cones of red, yellow and golden rays which cross each other like the clashing of a brilliant coat-of-arms. Another steep mountain presents bright shades of saffron sandstone veined with blue like a giant fortress carved from marble. It is as if you were looking at a cubist painting where the colors run riotously.

Later you pass the odd cliff-dwellings high on the rocky buttress above the trail. These curious homes are extremely interesting and can be compared with some of the strange ruins of my native France, although they show a civilization undoubtedly prehistoric and certainly more advanced than that of the race which covered France and part of Europe with menhirs and dolmens.

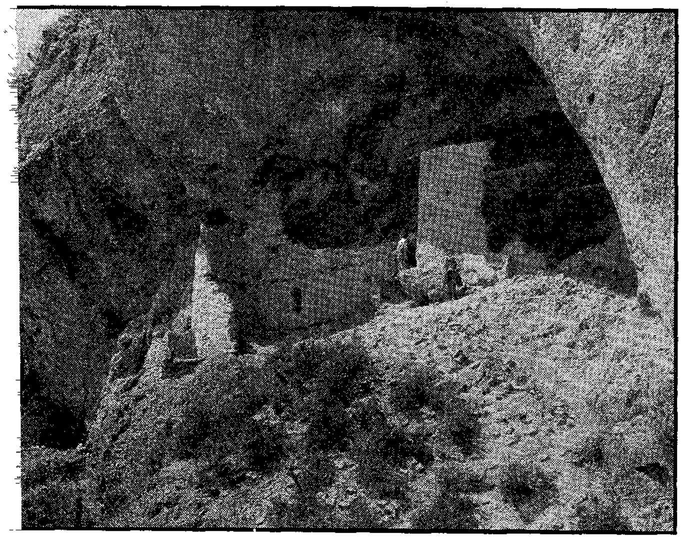
Next, you are at celebrated Roosevelt Dam, whose rugged beauty does not detract from the marvelous rock formations in the background. A shout of admiration escapes one at this wonderful proof of man's power over nature.

As your car resumes the journey the road enters into Salt River Canyon. At times the sky seems to disappear as you speed under overhanging cliffs. Below, the Salt River dashes against the scattered rocks in the cleft. It reminded me of a motor tour in France from Aurillac to the overhanging caverns of Rocamadour, through the world-famed "Gorges du Tarn," and, I daresay, the comparison was rather in favor of the Apache Trail.

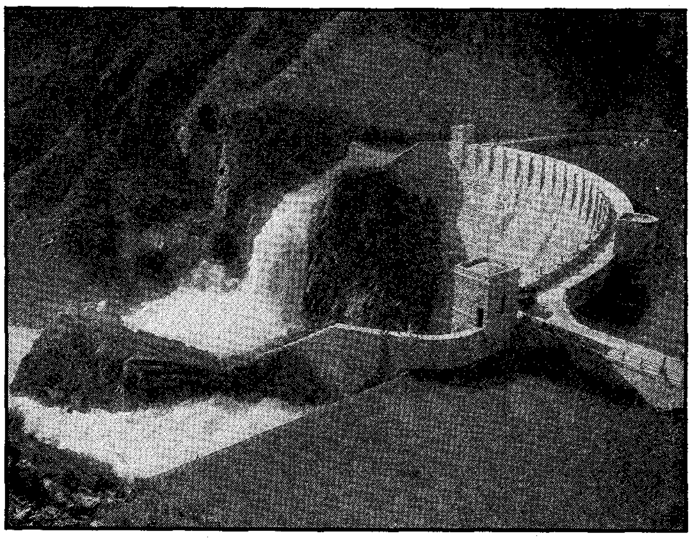
The rest of the trip—the ride through wild Fish Creek Canyon, past weird Superstition Mountain and through the fertile plains of Salt River Valley to Phoenix, I can not praise enough. But, let me add here a mental comparison I made with the Alps and the mountainous part of the Apache Trail. Switzerland, for instance, in the Oberland region, with its world-famous lakes of Thoune, of Brienz, valleys of the Simme, and the districts of Oberhasli and Jüngfrau as well as in the sunny south, with its splendid resort of Lugano, not only does not contain the everlasting sunshine, gilding every face of the mountains, the sudden unexpected changes at every turn of the road, and the abrupt barren and grotesque forms of the Apache Trail, but also is far from being as extravagant in colors as the Canyon Diablo. In Switzerland mountains and sky are almost uni-colored, so that the horizon can not be viewed with clearness. How different from this was the horizon of the Apache Trail! The contrast between the pure blue sky, brightened by the radiant sunshine and the multitude of opposed, bright, deep colors which the summit of the mountain range gave to the eye, was striking. I repeat that your Apacheland is a beautiful scenic region of which all Americans should be justly proud.

So certain am I that you will enjoy this trip that I am furnishing you with all the information at my command. Through Pullman cars of the Southern Pacific's Sunset Limited are operated between New Orleans and Globe on the east, and there are also through sleeping-cars between Phoenix and Los Angeles on the west. Your through ticket in either direction is honored for the side trip with an additional payment of only $20.00. The Sunset Limited carries a club car with barber shop, shower bath and valet service, and an observation car with ladies' lounge, shower bath, maid, manicure and hair-dressing service. The sleeping and dining cars are of the latest type, and the cuisine is unexcelled.

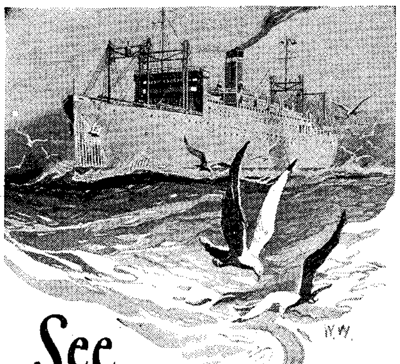
Should you wish further information, you can obtain a very attractive booklet on the Apache Trail and all the facts pertaining to transportation facilities and schedules upon application to the Southern Pacific Lines, 165 Broadway, New York; Pan-American Bank Building, New Orleans; Southern Pacific Building, Houston; Score Building, Tucson; Pacific Electric Building, Los Angeles; or Southern Pacific Building, San Francisco. (ADV.)



Prehistoric cliff-dwellings that tell the story of a civilization more advanced than that of the race which covered France and part of Europe with menhirs and dolmens.



The unique beauty of Roosevelt Dam. This huge dam is 1,125 feet across the top and its waters furnish the life blood for acres of fertile fields miles distant.



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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

IMPROVING ON PONCE DE LEON

Juan Ponce de Leon, arriving by caravel in April, 1513, was the first traveler to establish the fame of Florida. He sailed away disappointed in not having discovered the fabled fountain of eternal youth. Yet he reported a land pleasant to live in, and Spain sent colonists thither. Many years later the first American settlers penetrated the peninsula.

Now a huge migration moves Floridaward, successful in finding many fountains of youth and varied forms of modern recreation, such as Palm Beach, Miami, Orlando, Tampa or St. Petersburg provide.

Florida, however, has an interest beyond transitory recreation. It is the spectacle of a great State long dormant undergoing rapid transformation, and with a future that intrigues the imagination.

Where stretched the solitary sand-dunes of yesterday now arise stately cities. Silent lakes fringed a few years ago with tropical forests are now bordered by the parks of residential towns. Even the impenetrable morass is being reclaimed, yielding millions of acres of unbelievable fertility. The Florida groves produced last year 20,000,000 boxes of citrus fruits.

It is development such as no other era has witnessed. The Western frontier of covered wagon and early railway days was necessarily a place of crude, temporary building operations. The modern Florida pioneers are creating homes and cities of permanence and good taste.

Florida municipalities are being developed along the best twentieth-century standards. They are adopting the latest forms of government. They are providing unusual provisions for public recreation, health and welfare. Their citizens have unquenchable enthusiasm and unanimous civic pride.

Just as the methods of settlement are different, so are the settlers. Men of great wealth, expending huge sums, families of moderate means, and those of humble station are mingling in Florida upbuilding. Many arriving as tourists remain as permanent residents.

Our brief glimpse of Florida high lights will be directed upon three regions of the State: The East Coast from Jacksonville to Key West at the tip of the Keys; the interior highland and lake districts from Waldo to Bartow; the West Coast section from Tallahassee to Fort Meyers.

If you enter Florida through the northeastern water, rail or motor gateway, Jacksonville, on the winding St. Johns River, twenty-two miles from its mouth, your first sight is of a skyline outlined by tall office buildings, a waterfront busy with ocean-borne commerce. Ships from every sea visit her crescent harbor, and she is distributing point for Florida rail traffic. As a writer in *Business* explains: "Jacksonville, truly, is the gateway of the State. With such advantages, naturally, Jacksonville has thrived. As Florida has developed, Jacksonville has grown. Between 1910 and 1920 the population of Jacksonville grew from 57,000 to 91,000.

On first approach Jacksonville typifies the important commercial center which it is, but beyond the busy business area you will find St. Johns, riverside parks, golf courses, the Florida Country Club, bridle paths, and the Ocean Boulevard to Pablo Beach for ocean bathing. Add Jacksonville's growing business to her varied forms of home life and recreation in delightful surroundings and the result explains why her population has increased 60% in ten years.

In the central interior areas of the Peninsula west and south of the St. Johns are the highland and lake regions of Florida. Here we find a labyrinth of lakes, streams and rivers, and are not astonished when we are informed that the State has within its boundaries two million acres water surface. Indeed these waterway make it possible to navigate a light draf boat from one coast to the other. Th route is by the St. Johns River to Pal thence by the Ocklawaha River, connec lakes and streams into the Kissimmee Ri to Lake Okeechobee, thence into th Caloosahatchee River to Fort Meyers. N other regions of Florida provide a greate variety of tropical flora. Here, too, th visitor will see countless acres un agricultural development.

Attractive towns are sprinkled over the interior counties. For the most part they are home towns. Lacking some of the spectacular features of the coast resorts they have the natural charm of lakeside o riverside settings, streets shaded by moss draped oaks and parks resplendent with bloom.

In the pine-clad hills of northern Florida, the timber region, are Tallahassee, the State capital, in the pecan region of Leon County, and numerous springs, including Hampton Sulphur Springs, Lake Butler, etc. "Tallahassee," says a writer in *The American Motorist*, "was first surveyed in 1824. Prince Murat, nephew of Napoleon, had taken up his home there. Both the Prince (who preferred to be called Colonel) and his wife, a Virginian by birth, are buried in Tallahassee." Tallahassee is also the seat of the Florida State College for Women.

From Jacksonville the tourist who desires a "close-up" of interior scenery should take the famous St. Johns River tri of 195 miles to the head of navigation a Sanford. Clyde steamboat schedules ar so arranged that those making the roun trip may see either going or returning th entire river by daylight. The windi banks are lined with tropical vegetatio and some of Florida's most progressi cities are passed. At Palatka, "the i dustrial city of the St. Johns," connectio is made for the Ocklawaha River boats an trip. The route then extends through Lak George thence to De Land, "the Athens o Florida," seat of Stetson University, and on to Enterprise and Sanford, live an attractive municipalities.

At Gainesville, "the University City," i located the University of Florida, and nea by are other attractive towns, includin Waldo on Santa Fe Lake; Archer, which consisted a dozen years ago of a singl home; High Springs in the cotton district Hawthorne, Trenton, Newberry and Mi canopy, while southward under venerabl shade trees lies Ocala, six miles from Silve Springs, terminus of Ocklawaha River boats

Orlando, "the city beautiful" in Orang County, is built around a score of romant cally named lakes and is the largest o Florida's inland cities. Orlando has "beautification commission," and its supe vision is evidenced in exquisite parkway and a city free from eyesores. There a numerous civic institutions, a mid-wint fair, music festivals and home attractio which have increased the population fro 9,800 in 1920 to 15,000 in 1923.

Eastward are other delightful town including Winter Park, Altamonte Spring Lake Charm, etc. Orange County contai 1,500 lakes and Lake County, 1,40 Northwest of Orlando among these lak are other inviting towns, among the Leesburg at the head of the Ocklawah Eustis with an elevation of 220 fee Tavares and Sorrento.

Southward of Orlando in Polk Coun there is another extensive lake and hig lands country. Here is found the high altitude between Orange Mountain, N. and the Rio Grande within sixty miles of t sea, the maximum being 325 feet. Grov of oranges, grapefruit, and pineap abound, and many tons of phosphate ro are excavated. Here, too, are more ent prising, well-designed, modern towns i cluding among others Kissimmee, w water and hunting trips; Haines City, "t gateway city of the interior"; Lake Wal "crown jewel of the ridge"; Avon Pa near thirty-six lakes; Sebring on La ackson; Lakeland, fronting on nine lakes, ıd 227 feet elevation; Bartow with golf d motoring attractions; Lake Alfred, ınce Villa, Winter Haven, etc.

ı the West Central region are located de City, Brookville, Plant City and hers in a richly productive area.

Interior areas are being opened for development by construction of new rail utes. The Seaboard Air Line System is lding a new cross-state route from leman on the main line to West Palm each, a distance of 238 miles, thus creating direct 183-mile route between Tampa and Vest Palm Beach. Vanderbilt interests re behind another cross-state route from Iiami across the Everglades to Fort leyers. The Florida East Coast is xtending its lines southward from Okeechobee through the Everglades, the southern bjective being Miami. Each of these new ines will tap the Everglades region where anals are transforming a morass into a 'paradise of cultivation." Another enterrise which will open up many thousand cres of Everglade land to development and nk the East and West coasts as never efore is the Tamiami trail, Florida's new otor highway, between Miami and ampa. It will be open next year.

We have glimpsed a few of the inland haracteristics. Let us now look briefly pon the galaxy of East Coast places on or lose to the long shore-line from the outh of the St. John to Key West. A w years ago most of this five-hundredile strip was uninhabited. The vision of great railway pioneer has transformed it lmost overnight.

Along the northern reaches of this lantic coast a few fragments of the cient Spanish settlements still remain. irty-seven miles south of Jacksonville at e ancient city of St. Augustine you may ep behind the curtains of the sixteenth ntury. The coquina buildings which oused the Spanish colonists in 1565, the emains of Fort San Marco and the gates of he ancient city still remain. As you eturn through a bustling city of to-day the panish names of the palatial hotels remind ou that you are at that very bit of coast here Juan Ponce de Leon landed in 513.

Continuing down the coast we come to wo famous winter recreation centers, rmond and Daytona. Each faces the alifax River, in reality an inlet separated om the ocean by the long, narrow strip f Pelican Island. Each has its bridge or ridges communicating with the amazingly road and long ocean beaches, famous the orld over. The bathing is superb and er level hard sand the poetry of motoring to be enjoyed.

Fifteen miles below Daytona in surundings of live-oaks and magnolias aped with Spanish moss is the little ty of New Smyrna, near which are ll other remains of the early Spanish ttlement.

The East Coast Railway now follows e shore of the Indian River and Tituslle, county seat of Brevard County, and ocoa and Rockledge are outlets for the table Indian River citrus region and lightful winter playgrounds.

Midway between the northern State e and Key West in the pineapple region is e rapidly growing city of Fort Pierce, rmerly a trading post of the Seminole Inans. Stuart on the St. Lucie River is the stern terminus of the St. Lucie Canal. earby also are Port Sewall, which is soon have a deep-water harbor, and Jupiter Spanish-American war fame.

Soon the route follows the shores of Lake orth and the train halts at West Palm each, with Palm Beach itself on the long nd spit just across the bridge.

Here is an institution quite apart from her Florida communities. No one comes Palm Beach except for amusement. It one of our premier winter resorts, because has attained the magic of being the vogue th the rich and the *nouveau riches*. Here King Midas and his subjects in wheelairs on bicycles, in the American Monte

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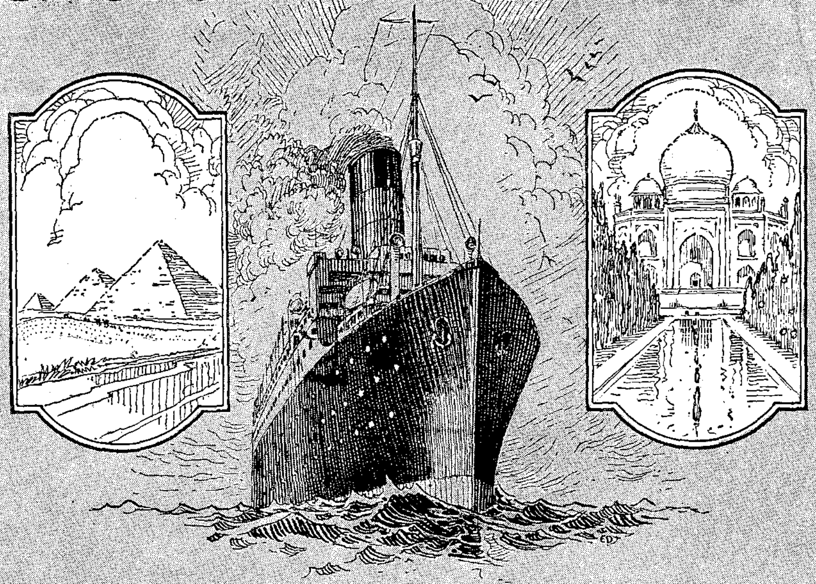

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GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

Carlo, at the Casino, the Cocoanut Grove, in the Dance De La Mar, exclusive clubs and the palatial hotels who pay tribute if not humbly at least joyously.

West Palm Beach is the antithesis of its resort neighbor. Palm Beach is devoted to amusement. At West Palm Beach you have a demonstration of Florida high-powered civic development, new homes, new business structures, and with completion of new rail lines, establishment of an important rail center.

Southward from West Palm Beach the traveler continues in contact with this spirit of development that is upbuilding Florida. Lake Worth, Fort Lauderdale, and other growing towns reflect it, and then comes the culminating evidence of all—Miami.

Her boosters, who include every one within her corporate limits, designate her "the magic city." With due allowance for typical Florida effervescence the term is not so exaggerated when one contemplates this remarkable municipality. For where a city of 45,000 now stands and skyscrapers rise skyward was a sand-dune not so many years ago. It had only a half-dozen buildings when the first East Coast train rolled in in 1896, and has grown 440 per cent. in ten years. And where across the million-dollar causeway, Miami Beach, which as Kenneth L. Roberts remarks in his book "Sun Hunting," "was an impenetrable jungle in 1913 and a waste of sand in 1917, has become the city of Miami Beach." It is a city too, of exquisitely landscaped villa sites. Quoting further from Mr. Roberts: "Its value has grown from twelve thousand to twenty million . . . It has a frontage of six miles on the ocean, seven miles on Biscayne Bay, and sixteen miles on inland waterways and canals."

Surely there is something of magic here! And Miami's stature still gains unabated. She is stretching farther along the shores of Biscayne Bay, up and down the peninsula, and westward toward the Everglades. Even under water sands are being dredged up to give her more footing.

A beehive of business and industry, Miami devotes attention to play. She has eight golf courses, a country club, a sumptuous Bay Front Park, bathing pavilion, a race-track near by, and she is the yachting rendezvous of the East Coast. She is the outlet for the products of Dade County, which are so numerous that you may partake of a table d'hôte dinner from soup to demi-tasse and not have to go beyond this county for any item on the menu.

Model towns are springing into existence near by. Among these are carefully designed Coral Gables, a few miles inland, and Cocoanut Grove, noted for its handsome estates on the shores of Biscayne Bay.

Miami is a port of importance. She already has direct Clyde Line steamship service to and from New York, as well as service to and from Baltimore and Nassau, Bahamas.

After a visit to Miami the traveler should not miss that most unusual of all rail trips, a ride over the East Coast Key West Extension which crosses for 114 miles the Florida Keys, and the intervening waters by viaduct. This $27,000,000 engineering triumph opened to Key West in 1912 is one of the engineering wonders of the world, and with the passenger and car ferry from Key West to Havana provides a direct route between Cuba and the United States.

A subject of perennial debate with Floridians is the relative attractions of the East and West Coasts. Neither side will concede a single point. The question remains forever undecided. For the outsider a decision is equally difficult. Let us then consider the Gulf shore inducements.

They begin with charming Pensacola and its picturesque bay, with one of our finest Navy Yards, at the very top of Western Florida and continue with Apalachicola City and Bay. Then there is a sparsely settled stretch of coast until we reach the famous Pinellas Peninsula where the full brilliance is turned on.

Tarpon Springs on the Anclote River and Bayou designates herself "the Venice of the South." Inness, who frequently wintered here, made her natural surroundings famous, and other artists are wont to gather here.

Clearwater, "the golden sunset city" and its neighboring resort, Belleair, resting on high bluffs overlooking the Gulf, provide amply for the winter visitor.

St. Petersburg is another of Florida's "magic cities" growing with amazing speed. Her assessed valuation of $3,158,717 in 1911 leaped to $68,315,477 in 1924, and the upbuilding continues undiminished. They designate St. Petersburg "the sunshine city," because you get the local paper free on any day old Sol fails to show his face, which means you very seldom get the news without paying for it. Her commission government is concentrating its efforts on developing a healthful, happy, thrifty community. Nature has laid the foundation. The sun shines, the climate is salubrious. From November to April the average temperature is 66.3 and for the whole year, 73 degress. Then there is the setting. The city has Tampa Bay on one side, the Gulf on the other, and a great beach on an island reached by a viaduct. The Great Gandy bridge, six miles long, over Old Tampa Bay with miles of good roads have given St. Petersburg close contact with adjacent regions. The citizens believe in play. There are three 18-hole golf courses the Yacht Club, the Tarpon Club, Athletic Field, Bathing Pavilions, Horseshoe lanes, excellent theaters, shops, hotels.

In Tampa you will find an older established city with large commercial interests. Here Hernando de Soto signed his treaty with the Indians, and the Spanish atmosphere still remains. In the Cuban Colony where a million and a half cigars are made daily, you can visit "little Havana" and Moorish traces are manifest in many Tampa buildings. Tampa has long been a favorite winter resort. She has modern hotels, parks, resplendent with poinsettias, and her new Memorial Highway bordered with live-oaks and oleanders is a delight to motorists. The midwinter fair at Plant Field is an impressive exhibition of Florida's productiveness. Then there is in February the Gasparilla Carnival, where you can view a replica of an old pirate's galleon sailing in from the bay under the latest type of twentieth-century lift bridge. Tampa is the base for water trips to many points on this part of the Gulf Coast.

Indenting the coast at the south of Tampa Bay is the broad mouth of the Manatee River. Here stands Bradentown, surrounded by palms, tropical flowers and a seventy-mile park, including a municipal golf course. Just beyond Bradentown also facing the river is another delightful town, Manatee, where you will find ideally located homes and a curative mineral spring in the very center of the town Behind Manatee is the hammock and pine area of exceptional fertility.

Fifty-five miles southward with a great recreation pier jutting out into a charming bay of the same name is Sarasota with ideal facilities for winter recreation. The waters hereabouts are far famed for their gamey fish, and many anglers depart from here for the famous grounds between Tampa Bay and Charlotte Harbor. All the way from Pass à Grille to Boca Grande and Captiva Pass there is lively spor afloat.

Punta Gorda is the rendezvous of the veteran tarpon fishermen, guides, outfits and boats being here available. Fort Meyers, fronting the Caloosahatchee River eighteen miles from its mouth at the Gulf is another favorite with fishermen, and the base for many enjoyable water trips Banana plantations and orange grove abound in this part of the State. At the beginning of the "Ten Thousand Island" chain of the South Gulf Coast, thirty-five miles south of Fort Meyers, is Naples, typically tropical.

Greatly increased and extended transportation service to or from Florida has been established to accommodate this winter's passenger traffic. For the first time through car service from Quebec and Montreal direct to Florida will be in operation and new trains have been added from Eastern and Middle Western cities.

The Atlantic Coast Line will bring into Florida this winter fifteen first-class trains every day with a total of more than one hundred Pullman sleepers, furnishing accommodations for more than 2,500 passengers. Through passenger service from the North to Sarasota will be operated by this system over the Tampa Southern line.

From the Middle West the Atlantic Coast Line will have eight daily through Pullman trains, these cars starting at both Chicago and St. Louis, running through to points in Central Florida, the Gulf Coast and the East Coast.

The Seaboard Air Line Railway will add two new Limited Trains to its previous winter schedules giving its patrons increased service, with a one-night out train to Florida's extreme West Coast resorts. New through sleeping-car service will be also established from New York to Boca Grande. Early in January the Seaboard will open its new cross-State Florida short line providing through service over its own rails (South of Richmond) direct to West Palm Beach through the picturesque ridge section of Central Florida. This route will afford a day and night service from Eastern cities and across the State from the Gulf to the Atlantic.

The Seaboard Air Line and connections will have direct service from Chicago, Detroit, Cleveland, Toledo, Cincinnati and Louisville, to the interesting resorts on the West Coast of Florida—Tampa, Clearwater, Belleair, St. Petersburg, Bradentown and Sarasota.

The Southern Railway System will provide through service from Detroit, Grand Rapids, Toledo, Indianapolis, Cleveland, Chicago, Cincinnati, Louisville, Kansas City and St. Louis, to all points on the Gulf and East Coast of Florida.

The Florida East Coast will handle eight trains daily from the North through Jacksonville and has extended its winter schedules about six weeks longer than heretofore. Double-track construction between Jacksonville and Miami is being pushed to completion, and the two million-dollar bridge over the St. Johns River will also be in service this season. Trains will be operated over portions of this System's new Everglades Line.

Steamship service between the North and Florida is being also augmented this winter. A new division of the Clyde Line provides for the first time sailings between New York and Miami. Steamers leave New York Wednesdays, calling at Charleston, and arriving at Miami Sundays. Northbound steamers leave Miami Wednesdays calling at Jacksonville and arriving at New York Sundays. The long-established Clyde New York-Jacksonville service with calls at Charleston both ways provides about fifteen sailings a month from either port, in which service has just been placed their new steamship *Florida*.

Between Baltimore and Miami frequent sailings are provided by the Baltimore and Carolina Steamship Company.

Between Philadelphia, Baltimore, Savannah and Jacksonville sailings are provided by the fleet of the Merchants and Miners Transportation Company.

Key West is a port of call for vessels of the Mallory Line from New York to Galveston.

Direct steamship service by the Peninsular and Occidental Steamship fleet is provided between Miami and Nassau with three sailings weekly; between Key West and Havana, five sailings weekly;

Ye Olde & Moderne Yuletide

Gay coaching parties—cavaliers on horseback—lords and ladies of the Manor greeting friends and kinfolk before the great fireplace, or at the wide-flung hall portals—thus do we picture the holidays in Maryland and Virginia in ye olden days. Here the Yuletide traditions of merry England were preciously cherished. Here Christmas was truly a time for joyous merriment.

Truly, these debonair cavaliers realized that life was for living, and that the Yuletide was a season for much going and coming, for reunions that weld the bonds of friendship, for gifts that spoke of far lands and places—teas from the Indies, silks from China, linens from England and travel chests for milady.

Old manor houses and yule logs now live only in fancy, save to a few, but the spirit of hospitality and the desire to renew bonds of friendship and kinship persist.

Christmas today is more than ever a season of coming and going. We journey back to visit the home circle. The boys and girls come home from school and college. We travel to give, as well as to receive the priceless gift of affection.

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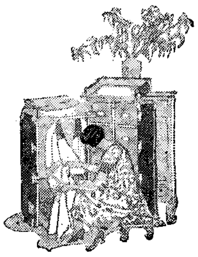

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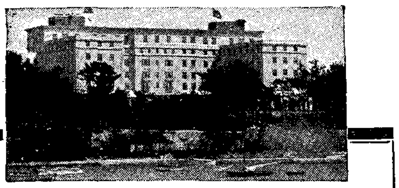

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GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

and between Tampa, Key West and Havana, two sailings weekly.

Between Miami, Key West and New Orleans twice a week sailings are made by the Gulf and Southern Steamship, and by the same line weekly service is given between Tampa and New Orleans.

TO LANDS OF ETERNAL SUMMER

The quick transition from winter to perpetual summer is the magic which causes many shiploads of tourists to head southward from our Northern harbors. Altho the Statue of Liberty may be hidden behind swirling snow, driven before an arctic gale, forty-eight hours later you may bask in exotic warmth of Bermuda, while cruising still farther equatorward are seas, islands and shores with a variety of allurements.

The Bermudas are a series of living pastels exhibiting a realm apparently designed for the special delight of artists. There are few other spots on earth more colorful. It seems as if nature had striven to produce for the Northern visitor the most amazing antithesis between frost and flowers. Only a sight of this land can convey adequately its perennial charm—the opalescent sea, the turquoise sky, the whites and greens of the hillsides and brilliant tropical flora. And Bermuda is as clean as she is brilliant. No factories, railways, or motors defile her pure tonic air. Her playground attractions and her opportunities for rest and health have made Bermuda popular with generations of winter tourists. This winter's visitors may leave New York Wednesdays and Saturdays by the Furness Bermuda Liners, and also every Saturday by the Royal Mail Steam Packet's New York to Bermuda route.

Sixty hours by steamship from New York Harbor or only an overnight voyage from Miami, Florida, brings the winter tourist to the Island of New Providence center for the 3,000 islands, islets and bays which some ingenious geographer has computed to comprise the Bahamas. Nassau is the capital and chief port and tourist headquarters. The climate is equable temperatures ranging the year round between 70 degrees and 80 degrees. Tropical flora and delicious tropical fruits are delights to the Northern visitor. The recreation repertoire includes golf, tennis, bathing, fishing, yachting, motoring, browsing about places of historic interest and visiting the famous sea gardens. Weekly service from New York to Nassau is afforded by the Munson Line, and sailings three times a week between Miami and Nassau by the Peninsular and Occidental Steamship Line.

"In Cuba," says a writer in "*World Traveler*" "one is just as truly in a foreign country as if he were on the shore of the Mediterranean. He has access to all the forms of sport that are to be found along the north shore of the Mediterranean, with a better winter climate than is offered by countries on the south shore of that sea; he is now able to put up at some of the finest hotels in the world; he may dine in beautiful restaurants; he may witness horse-racing that is said to be better than any winter racing in the world; he may take his daily dip in the sea—there is no beach on the South Coast of France that compares with the beach at La Playa—and he finds, all in all, a social life that for gaiety and brilliance is not surpassed, during the winter season, anywhere in the world."

The tendency of some visitors to regard Havana as Cuba and not travel beyond her environs is unfortunate, because the Island has numerous attractions worth experiencing. The United Railways of Havana, Havana Central, and Western Railways provide attractive excursions to numerous points of interest. On the North Coast are the Sugar Regions of Matanzas; the scenic charms of Yumuri Valley; the Caves of Bellaman; Cardenas; Neuvitas; and Antilla.

On the South Shore is Santiago with picturesque natural surroundings, having the best harbor in Cuba and rich in its Spanish-American war associations.

A trip from Havana to Santiago via the United Railways of Havana and the Cuba Railroad bisects the island for 535 miles and discloses to the traveler all varieties of Cuban scenery, agricultural activity, tropical flora, etc. The route is through the highland mountain regions of Matanzas, Santa Clara, Camaguey, Oriente Provinces.

The regular steamship route from New York to Havana is covered by Ward Line, United Fruit Line, Panama Pacific Line, Dollar Line and Pacific Line, while Havana is included as a port of visit by all winter West Indies Cruises. New York and Antilla are joined by the Munson Line and New York and Santiago by the United Fruit vessels. The United Fruit and Munson Lines provide service between New Orleans and Havana.

The nearest approach to Cuba from the United States is of course the Key West-Havana steamer ferry connecting with the Florida East Coast System. There is also direct steamer service between Tampa, Key West and Havana by the Peninsular and Occidental Line.

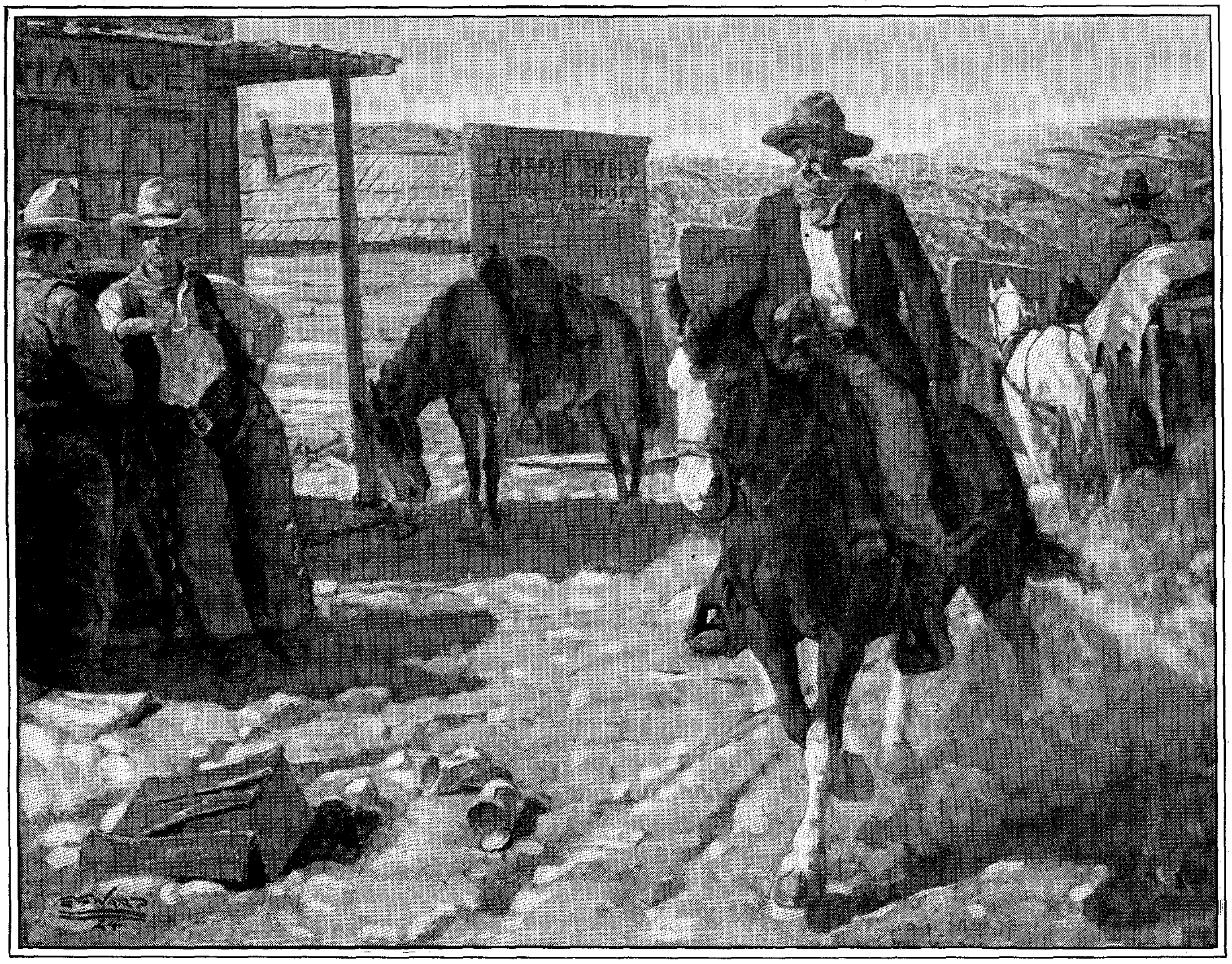
Leaving the Spanish atmosphere of Cuba and cruising southward we plunge directly into British surroundings when we step ashore at Kingston, Jamaica. Owing to mountains rising more than a thousand feet above the sea almost every variety of climate may be experienced here, tropical and sub-tropical. In fact, there are three distinct zones each having its distinctive vegetation. The Island has more than 2,000 miles of superb motor roads. Between motor roads, visits to the Hope and Castleton Botanical Gardens, tennis, golf, visits to Port Royal, Spanish Town and Gallows Point, Port Antonio, etc., the tourist's time will be fully occupied. Steamship service between New York and Kingston is supplied by vessels of the United Fruit Company. Most West Indies special cruise ships also call here.

Cuba and Jamaica have disclosed two distinct races and governments. Porto Rico suddenly raises the curtain upon a third. The Stars and Stripes welcome steamships entering the harbor of San Juan. Ashore the old and the new are in curious contrast. The vitalizing and developing forces of United States rule are everywhere manifest, but they have not robbed Porto Rico of the fascinating remains of her early settlement. Many delightful experiences await the visitor including a motor trip over the King's Highway, traversing the mountain regions between San Juan and Ponce; motor trips about San Juan with visits to the Ancient Gate, the Palace, the Cathedral, Casa Blanca, erected by Ponce de Leon; mountain trips, etc.

Attractive eleven- and twelve-day all-expense cruises are available by the Porto Rico Line, operating weekly between New York and San Juan.

We have noted some of the West Indian attractions that lie along the popular and much frequented tourist routes. For those travel lovers who enjoy departing from well-beaten paths, who crave a dash of novelty or adventure there are other isles welcoming the leisurely voyager to their shores.

The largest of these is Santo Domingo, "Hispaniola" in early nomenclature, scenically containing the loftiest mountain in the West Indies and historically a veritable treasure-house of New World discovery. Indeed the people are descended largely from the Spanish Conquistadores. In the stirring drama of its early days, after Christopher Columbus had discovered it in 1492, it became the rendezvous of Cortez before his conquest of Mexico, of Francisco



Enter the Law

THERE are men now living who remember when the rifle hanging above the fireplace was the only symbol of law. Men whose fathers retained their freedom and self-respect by sheer force of arms. On lonely ranches, in scattered settlements, in far-flung outposts, the individual backed his own conception of the right with the weapon with which he was handiest.

The country filled with settlers. The frontier shifted. Citizens organized for legislation and its enforcement. Community life became easier and safer. Road agents disappeared. Cattle rustlers reformed. The frock-coated gamblers moved on. Little by little, not easily or without effort, the machinery of law began to function.

In similar fashion, the commercial structure of the nation has evolved. Not less important than political statutes, although unwritten, are the laws which business men have discovered and imposed upon themselves. Laws of guidance rather than restraint. Laws of fair dealing, of truthful representation, of honest marketing. Laws of selling and advertising by which the distribution of goods and their acceptance are accomplished by orderly process instead of by chance.

The business history of this country is but scantly told. Its greatest romances are still unsung. But this is certain, that without the observance of well-defined laws, the modern marvels of manufacturing and selling would not be possible. Without the power to influence people by millions, the business of producing for millions could not be organized on the scale which exists today.

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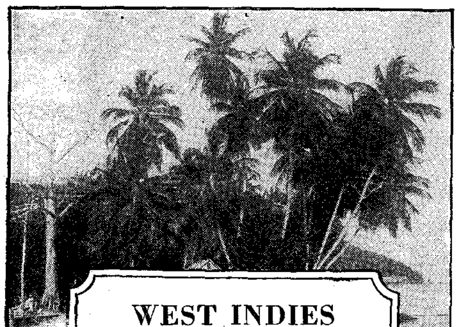

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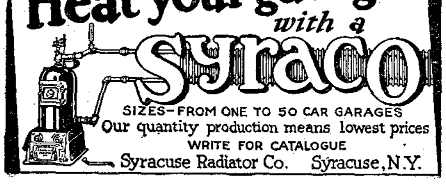

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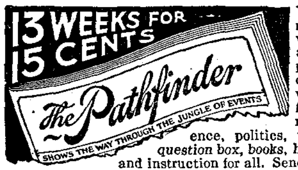

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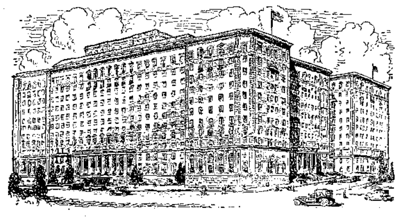

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

Pizarro before he invaded South America, of Balboa in his journey to discover the Pacific, of Ponce de Leon before he reached Florida, of Velasquez before his subjugation of Cuba, while hither came also Sir John Hawkins, Sir Francis Drake, and all the notable buccaneers who sailed the Spanish Main. Remains of the early colonists are numerous, and the mausoleum of Christopher Columbus within the walled city of Santo Domingo may be visited. Funds are now being raised by the Dominican Republic for the construction of a memorial to the great discoverer in the form of the world's tallest beacon to be known as "The Columbus Light."

Steamship service from New York is by the Clyde-San Domingo Line calling at Monte Cristi, Puerto Plata, Samana, Sanchez, La Romana, Macoris, San Domingo City, Barahona and Azua, via Turks Island.

East of Porto Rico are the Virgin Islands under United States control yet almost unknown by the average American citizens. St. Thomas, St. Croix and St. John are the principal islands and Charlotte Amalia, St. Thomas, the chief port.

Continuing southward along that remarkable chain of islands and islets forming the Lesser Antilles, we come upon various European possessions, each differing widely in customs, language and development.

Under British control are St. Kitts, Montserrat, Nevis, Antigua, St. Lucia, St. Vincent, Grenada and the Grenadines and Trinidad. Under French rule are Guadeloupe and Martinique.

Steamship service to the Caribbees includes: From New York for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia and Barbadoes by Quebec Steamship Company. From New York for St. Georges (Grenada), Port of Spain (Trinidad), Georgetown (Demerara), returning by same route by Trinidad Line. These islands are included also in the special cruises listed in following paragraphs.

An objective in the West Indies trip is a visit to Panama. The Caribbean entrance is at Cristobal where the Government buildings, including the modern Hotel Washington, are located. Near by on Limon Bay stands the ancient Spanish town of Colon. The favorite Canal sightseeing trip between Cristobal and Balboa at the Pacific entrance is made by train over the Panama Railroad. The splendid engineering accomplishment of our Government is an inspiration throughout its length. From Balboa travelers should not omit a trip to the City of Panama, capital of the Panamanian Republic.

Says Harman Black in his book "The Real 'Round South America": "Altho thoroughly modernized since the United States built the Canal, it still preserves its ruins, cathedral, churches, and the narrow winding streets so characteristic of Spanish towns. Eight miles from Panama are the ruins of Old Panama, which the British pirate Morgan destroyed 250 years ago."

Colombian ports east of Panama are described under our South American section.

North of Panama are lands of historic interest and natural attractions. Costa Rica is the first of these as we cruise northward. "No one," writes William McFee, "who makes the journey from Puerto Limon to the capital of Costa Rica, San José, will ever forget the experience. There are probably but two other ascents which can be adequately compared with it—the line from Lima up the Andes and the railway from Vera Cruz to Mexico City. In the evening in the Plaza, the heart of the town, when the magnificently attired military band comes forth to

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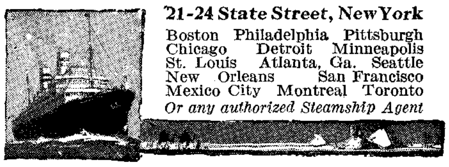

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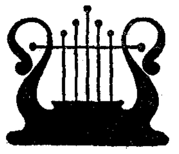

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demonstrate the Latin-American's virtuosity as a musician and the walks beneath the rich foliage of the little park are alive with crowds of young people moving round in orderly gaiety, that the spirit of the place is to be caught in all its charm."

Then there is Guatemala where the tourist debarks at Puerto Barrios for an inland trip over the Guatemalan Railroad to Quirigua, where the mystery of prehistoric times is disclosed in the relics of the Maya race. Twelve hours' rail ride from the steamer brings the tourist to Guatemala City, a Latin-American capital full of interesting sights for the Northern visitor.

Steamship service to Panama and Central American ports with comprehensive cruises is provided by divisions of the United Fruit Company's fleet as follows:

Between Boston, Havana (Cuba), Cristobal (Canal Zone), Port Limon (Costa Rica); between New York, Havana (Cuba), Port Antonio and Kingston (Jamaica), Cristobal (Canal Zone), Port Limon (Costa Rica); between New York, Kingston (Jamaica), Cristobal (Canal Zone), Cartagena and Puerto Colombia (Colombia); between New York, Havana and Santiago (Cuba), Kingston (Jamaica), Belize (British Honduras), Puerto Barrios (Guatemala), Puerto Cortez, Tela and Puerto Castilla (Honduras); between New Orleans, Belize (British Honduras), Puerto Barrios (Guatemala); between New Orleans, Havana (Cuba), Cristobal (Canal Zone), Bocas del Toro (Panama); between New Orleans, Havana (Cuba), Cristobal (Canal Zone), Port Limon (Costa Rica), Tela (Honduras).

Several attractive West Indies special cruises will be conducted this winter, including the following:

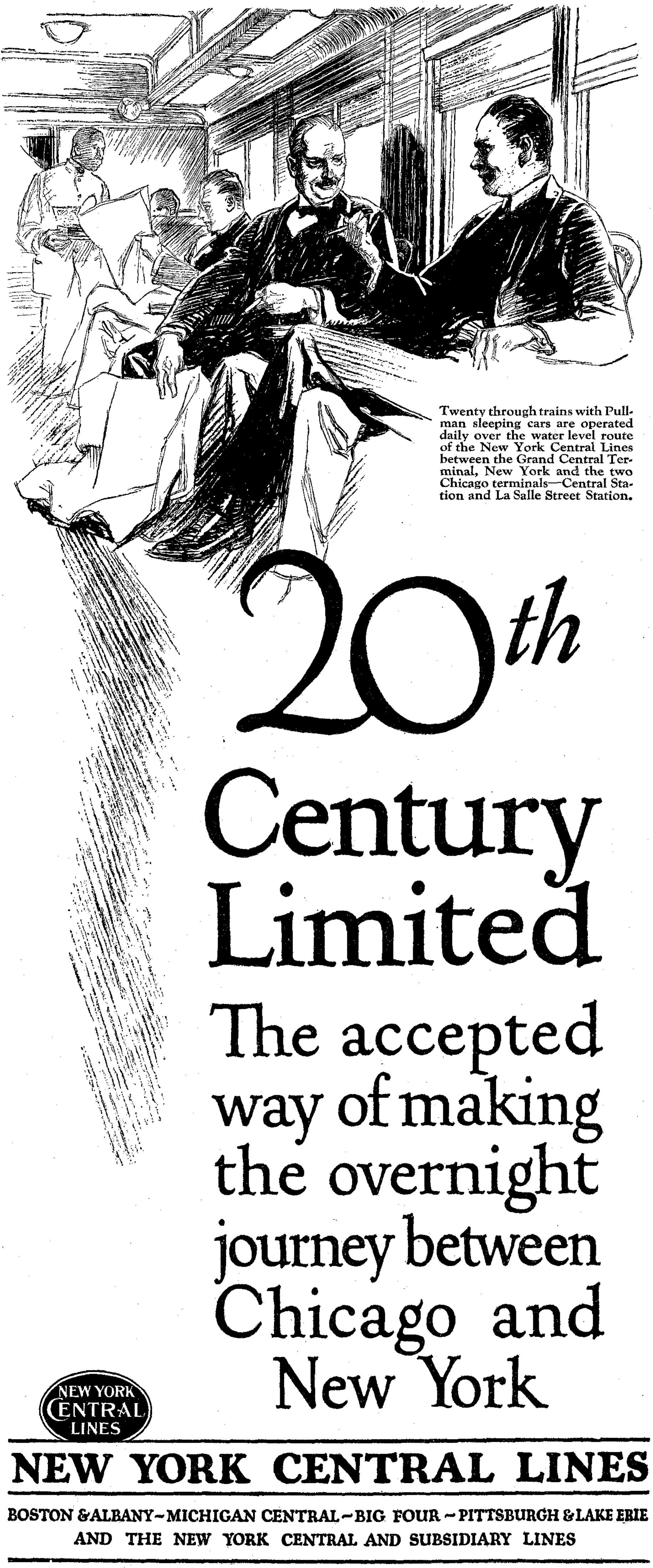
Raymond and Whitcomb Company will have a series of cruises to the West Indies, for which they have chartered the 20,000-ton S.S. *Reliance* of the United American Lines. The first is a short cruise leaving New York on January 13 and including visits at Bermuda, Porto Rico, Jamaica and Cuba, arriving back in New York on January 28. The other two cruises will leave New York on January 31 and February 28, and the itinerary includes Cuba, Jamaica, the Panama Canal, Colombia, Venezuela, Trinidad, Barbados, Martinique, the Virgin Islands, Porto Rico and Bermuda, arriving back in New York on February 25 and March 25 respectively.

The Cunard and Anchor Lines will operate two West Indies cruises this winter, the first sailing from New York January 22, the second on February 24, each including calls at Havana, Jamaica, Colon, Cartagena, Curacao, La Guayra, Trinidad, Barbados, Martinique, St. Thomas, San Juan, Nassau and Bermuda.

The Royal Mail Steam Packet Company will conduct two special West Indies cruises with its steamship *Orca*, leaving New York on January 22 and February 23, the itinerary including Nassau, Cuba, Jamaica, Panama Canal, Colombia, Curacao, Venezuela, Trinidad, Barbados, Martinique, Virgin Islands, Porto Rico and Bermuda.

Two West Indies cruises will be dispatched from New York by the Canadian Pacific steamship *Montroyal*, leaving on January 20 and February 21. The first cruise will include these ports: Havana, Port au Prince, Kingston, Colon, Cartagena, Curacao, La Guayra, Port of Spain, Barbados, Fort de France, St. Pierre, San Juan, Nassau, Bermuda. The second cruise will include calls at Nassau, Havana, Port au Prince, Kingston, Colon, Cartagena, Curacao, La Guayra, Port of Spain, Barbados, Fort de France, St. Pierre, San Juan, Bermuda, New York.

The White Star Line will sail its steamship *Megantic* on January 22 and February 25 for two West Indies cruises, including Havana, Port au Prince, Kingston, Cristobal, Cartagena, La Guayra, Port of Spain, Bridgetown (Barbados), Fort de France, Charlotte Amalie, San Juan and Nassau.



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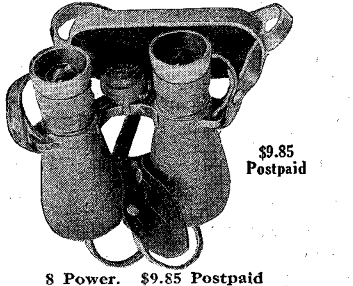

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GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

SEE SOUTH AMERICA NOW

A commendable slogan, "See America first," has lifted many citizens of the United States out of their habit of knowing Europe better than their own country. It is high time to consider America inclusive of our Sister Continent, south of Panama. Happily the provincialism which has kept so large a portion of our people ignorant of Latin-America is disappearing. Each year more and more North Americans are journeying toward the Southern Cross to discover stupendous wonders of nature, historical treasures, interesting peoples and magnificent cities.

On account of the reversal of the seasons, Latin-America provides an ideal objective for the winter tourist.

The relative advantages of a South American tour going by the West coast and returning by the East, or vice versa are debated pro and con by experienced travelers. For descriptive purposes we shall give a few glimpses of the West to East coast route. Service between New York and West Coast ports, including Callao (port of Lima); Mollendo, Arica, Iquique (pronounced i-ki'-ke, *i* as in police) Antofagasta and Valparaiso is furnished by the fortnightly sailings of the Pacific Line's (Pacific Steam Navigation Company) *E* steamers and the Grace Line's *Santa* steamships. Between East Coast ports and New York including Buenos Aires, Montevideo, Santos, Rio de Janeiro, sail about fortnightly the *American Legion* and other United States Government steamships of the Pan-America Line, operated for the U. S. Shipping Board by the Munson Steamship Line, and the *Voltarie* and other *V* steamships of the long-established Lamport and Holt Line.

After the interesting trip through the Panama Canal the West Coast steamship heads southward for those regions of South America rich in scenic grandeur and historic association. Many excellent books have been written on the West Coast countries, past and present. Two are of outstanding importance in preparing the voyager to appreciate the wonders that await him—Prescott's immortal "Conquest of Peru" and the late Lord Bryce's "South America, Observations and Impressions."

When off the coast of Ecuador the vast cordillera of the Andes comes into view, rising to stupendous heights and extending hundreds of miles southward.

"When," as writes Frank M. Chapman in "*Natural History*," "from the sweltering heat of Guayaquil we look upward to the eternal snows of Chimborazo . . . faunally and climatically we are, as it were, standing on the equator and gazing at the poles!" Chimborazo towers 21,000 feet above the Pacific and you may ride to an elevation of 11,400 feet over the remarkable mountain railway that runs from Guayaquil to Quito the capital of Ecuador. The origin of this city goes back to prehistoric ages. There is a tradition that Quito existed 100 B. C. Existing records indicate a town in 1000 A. D. Here ruled in a palace resplendent with silver and gold Atahualpa the Inca King, who was murdered by Francisco Pizarro, and here after a Spanish attack the flag of Castile was raised in 1534. Overhanging Quito is Mt. Pichincha which is easily climbed from this city. Another near-by Andean monarch is the 19,600 feet high cone of the huge volcano Cotopaxi immortalized in one of the masterpieces of the artist Church.

At Callao the tourist debarks by shore-boat for the eight-mile ride to Lima. After the capture of Quito and the subjugation of the Children of the Sun, Francisco Pizarro established the capital on the Rimac River as Ciudad de los Reyes, "the City of the Kings" so named because it was christened January 6, 1535, on the festival of the Epiphany. Later this name was supplanted by the present one, Lima. The Lima of to-day is a veritable historical treasure-house. Here we see the cathedral foundations laid by Pizarro four centuries ago, and in one of the present chapels his mummified remains reposing in a marble coffin. The national library containing 100,000 volumes and the museum have records and objects of the early civilization, while in the churches are jewels, rare carved mahogany altars, and paintings by old masters.

As this issue of THE DIGEST reaches its readers the one hundredth anniversary of the Battle of Ayacucho (pronounced ai"a-ku'-cho) is being celebrated at the city of the same name and at Lima.

"It is," says a writer in *The Grace Log*, "the commemoration of a battle that may be compared to the Battle of Yorktown, for as the battle in the Northern continent accomplished the American Colonies' independence of Great Britain, so did the Battle of Ayacucho complete the South Americans' independence of Spanish dominion . . . a trip to Ayacucho is worth making at any time."

Mollendo is the next important port—important from the tourists' standpoint, because here one entrains for a loop trip into the interior Andean region, literally overflowing with interesting experiences. The first wonder is the railway itself, which climbs up and through the mountains 7,500 feet to Arequipa (107 miles). Over this typically Spanish city towers the great volcano El Misti, 19,200 feet. Harvard University Observatory is located here and this institution has constructed a mule path to the summit.

Resuming the rail journey from Arequipa the train continues through enchanting scenery, crossing the divide at 14,688 feet elevation, then descending to Juliaca, a day's trip from Arequipa. Here passengers continuing to Cuzco spend the night, but those going direct to Lake Titicaca continue on in the same train, thirty miles to the lake steamer connection at Puno.

The side trip to Cuzco (pronounced "kus'ko) is well worth the additional time required. Trains leave Juliaca in the morning and arrive at Cuzco in the afternoon, passing en route Inca ruins.

Cuzco was the capital of the Inca Empire, "the sacred city of the Sun," and to quote the "South American Handbook": "For nearly three centuries it has been a center of interest for students of civilization, writers of history, archeologists, and searchers after treasure and adventure."

The prehistoric Fortress of Sachsahuaman, one of the world's wonders; the ancient Inca aqueduct; remains of the Inca palace; remnants of that most magnificent of all Inca structures once resplendent in silver and gold "The Temple of the Sun"; the University established in 1692, etc.

After visiting this city of the mysterious past, the return trip is made directly to Puno at the western end of Lake Titicaca. Here the traveler boards a well-appointed steamer for a sail over the highest body of navigable water on earth, with snowclad peaks and legendary islands forming an entrancing panorama all the way to Guaqui (pronounced "gwa'ka) at the southern end. From here, after viewing prehistoric ruins a few miles distant, the trip is continued by rail to La Paz, a colorful mountain city with a golf course 1,400 feet above the business section and the residential streets 1,000 feet below. From La Paz the rail route followed by many tourists continues through the wildest of scenery to the port of Antofagasta where the ocean steamer is joined for the voyage southward, 640 miles to Valparaiso. An alternative and shorter route from La Paz to the sea is over the railway terminating at the port of Arica, "where the modern and the prehistoric jog elbows."

From La Paz a new transcontinental rail route to Buenos Ayres is nearing completion, and may even now be traversed by tourists who do not mind roughing it a bit. The Bolivian National Railway under construction carries passengers to Atocha,

The dance she sat out

THE man was an attractive fellow and a good dancer. But she didn't want to dance with him again.

By a clever excuse, she slipped away and "sat it out" on the balcony.

* * *

You, yourself, rarely know when you have halitosis (unpleasant breath). That's the insidious thing about it. And even your closest friends won't tell you.

Sometimes, of course, halitosis comes from some deep-seated organic disorder that requires professional advice. But usually—and fortunately—halitosis is only a local condition that yields to the regular use of Listerine as a mouth wash and gargle. It is an interesting thing that this well-known antiseptic that has been in use for years for surgical dressings, possesses these unusual properties as a breath deodorant.

Test the remarkable deodorizing effects of Listerine this way: Rub a little onion on your fingers. Then apply Listerine and note how quickly the onion odor disappears.

This safe and long-trusted antiseptic has dozens of different uses; note the little circular that comes with every bottle. Your druggist sells Listerine in the original brown package only—*never in bulk.* There are three sizes: three ounce, seven ounce and fourteen ounce. Buy the large size for economy.—*Lambert Pharmacal Company, Saint Louis. U. S. A.*

LISTERINE
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Listerine is made only by the Lambert Pharmacal Company. To avoid possible fraudulent substitution, insist upon obtaining this antiseptic in the original brown package — 14 ounce, 7 ounce, 3 ounce.

GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

the present rail head. Transfer is made there to motor-cars for a ride over the uncompleted portion through the Andes to Quiaca, the present rail head of the Argentine Northern Railway, which after a twenty-four-hour trip deposits its passengers at Buenos Aires. When opened from Antofagasta to Buenos Aires this rail route will shorten the present distance from New York to Buenos Aires via Valparaiso and the Transandine Railway by 400 miles.

Valparaiso is designated "the Chicago of South America," because it is the commercial headquarters of Chile. Here the tourist leaves the steamship for the transcontinental rail journey over the Transandine and connecting railways to Buenos Aires.

"Among the most attractive spots in the whole Southern continent is Vina del Mar, really a suburb of Valparaiso and the chief pleasure ground of the country," says a writer in *The Grace Log*. "Vina del Mar with its variety of recreation, horse-racing, polo, cricket and football is rapidly becoming a kind of Riviera, where pleasure-lovers gather in increasing numbers for all kinds of outdoor entertainment. It is only a few hours' journey between Valparaiso and Santiago, the Chilean capital, situated beneath the snow-capped peaks of the Andes. This city of Santiago, of half a million population, is the center of the social, political and cultural life of the Republic, as Valparaiso is the Chilean center of commercial activity. There is probably no other city in South America, save the enchanting Rio, that approaches the natural beauty of Santiago, the fourth city in population in South America."

The transcontinental trip from Santiago to Los Andes and over the Andes to Mendoza thence to Buenos Aires, climbing over the continental divide at the immense height of 10,400 feet, is a never-to-be-forgotten experience.

The capital of the Argentine on the River Plata, 100 miles from its ocean mouth, with a population of 1,750,000, is the largest city of South America. Pulsating with activity, modern and superb in its planning, Buenos Aires never fails to captivate the tourist with its glittering shops, palm-bordered avenidas, flower-bedecked parks and plazas, stately government buildings, botanical gardens, zoological park, superb theaters, museums, modern cargo-handling docks, ships from all seas, and newspapers which are world-famous. Because of her spirit of gaiety and superb surroundings she is designated "The Paris of the New World."

From Buenos Aires the tourist turns northward. The homebound steamer's first call after about twenty hours' sail is at Montevideo capital of Uruguay (which city may be reached also by river steamers or rail from Buenos Aires). Among points of interest are the Cathedral, Plaza Constitucion, the Bourse, University, and neighboring seashore resorts.

About two days' steaming northward brings the homebound steamship into the harbor of Santos.

When the South American traveler sets foot upon the pier at Santos after entering a mountain-walled harbor, he has arrived at the world's greatest coffee port. There is one essential thing to do at Santos and that is to board the Pullman observation car of the richest and most superbly built and equipped railway in the world for the two-hour climb to Sao Paulo (pronounced "Saho Pow lo").

"We sometimes think," says a writer in *The Nations' Business*, "that the United States has a copyright on the word 'hustle,' but Sao Paulo has grown more rapidly than Detroit or Chicago in their 'growingest' days. The story of its development in the last thirty years is an Arabian Nights' tale. The official census of 1890 gave it a population of less than 65,000, while the last census showed 637,823."

Coffee is the basis of Sao Paulo's prosperity, 67 per cent. of the world's supply coming to the city for transshipment to Santos.

The public buildings are notable, representing large expenditures of capital. The Opera House, erected by the municipality is one of the show buildings of the continent. The State Capitol, Public Library, the new Post-office, and the two newer hotels, all possess marked architectural merit. The Trianon, owned by the municipality, is a lavishly furnished civic center used for public functions. Incidentally, most tourists are apt to run out to the famous snake farm and laboratory where serum is produced for treatment of reptile poison the world over.

As a fitting culmination of visits to South American cities is spectacular, fascinating Rio de Janeiro. Its setting is incomparable. Its plazas, parks and avenues are bordered by a wealth of tropical growth—royal palms, bamboos, poinsettias, bougainvilleas, and the like. Its public buildings, shops and residences are attractive, but nature has bestowed upon Rio surroundings such as no other city possesses.

As William H. Ukers writes in *The Tea and Coffee Trade Journal*: "There are three ways to see Rio and her surroundings, all of which give the spectator a different thrill. They are by airplane; ascent by aerial tramcar to the Sugarloaf, and the lookout on Corcovada. Nowhere else in the world, except perhaps before the glory of the snows at Darjeeling, has mere man appeared to us so little, so futile, as in Rio, where mountain peaks of granite crowd one another to the water's edge and seem to view with proud disdain and haughty aloofness the swarm of humans running hither and yon among their wooded cloves in the soon-to-be-ended pursuit of the vanities that make up the sum total of the activities of most playground cities. For Rio is gay, frivolous, like Paris . . . peerless, bright-shining, careless, free, always; serious, never!"

For those who are unable to make more extended trips to South America the northern countries, Colombia, Venezuela and Guiana are accessible. North coast ports of Colombia within short voyages from the Panama Canal are visited by the West Indian cruise ships of the United Fruit Company. A vessel of the Red D Line sails every week from New York for Venezuelan ports via Porto Rico. The Trinidad Line of the Quebec Steamship Company affords fortnightly sailings from New York to Demerara (Georgetown), British Guiana via Grenada and Trinidad.

Colombian ports carry us back to days of the Spanish conquistadores and the freebooters who roamed the Spanish Main. Cartagena de Indias figured dramatically in the stirring chapters of piracy and conquest.

"Cartagena is a vision of vanished adventures," writes Ralph D. Paine in his recent novel "Four Bells" (Houghton Mifflin), "a gorgeous old Spanish treasure town, preserved by a sort of miracle, through three hundred years . . ."

From Puerto Colombia the tourist may leave for an interesting inland trip. The first step after landing at the four-thousand-foot pier is to board the train for Barranquilla, nineteen miles eastward on the Magdalena River, and seven miles from its mouth. Deltas make it impossible for liners to steam up to Barranquilla itself.

It is chiefly important from the tourist standpoint as the point of departure for Bogota, the capital of Colombia, a city, mountain-surrounded, and at an elevation of 9,000 feet. The distance is 450 miles, and the favorite and advisable method of transportation is by hydroplane, flights twice weekly. South of Bogota are located the great falls of Tequendama, 450 feet high.

La Guaira is the principal port of Venezuela and here the tourist should leave the steamer for a trip of twenty-three miles through impressive mountain scenery to Caracas, the capital, where the climate, owing to an altitude of more than 3,000 feet is that of perpetual spring. This is one of the "show cities" of South America. Georgetown, capital of British Guiana, on the Demerara River near its mouth, is a charming tropical city and those who would look upon one of the most magnificent creations of nature may journey from here to the gigantic Kaieteur cataract, the waters of which have a sheer drop of 741 feet, five times the height of Niagara.

"Few other parts of South America can boast a more romantic history than the Guianas" says Herbert Lang in *Natural History*.

Even this hasty glimpse of South American countries is sufficient to indicate their manifold attractions for the winter tourist.

In addition to the regular South American Steamship Service, heretofore mentioned, one of the most attractive trips of the winter is a special Cruise Round South America, leaving New York by the S. S. *Resolute*, of the United American Lines, on January 24, 1925. This ship has been chartered by Raymond and Whitcomb Company, and the itinerary provides visits in Cuba, Colombia, Panama, Peru and Chile on the West Coast, the steamer then continuing to Punta Arenas, Straits of Magellan, and up the East Coast to the Argentine, Uruguay, Brazil, Trinidad, Venezuela and Porto Rico, arriving back in New York on March 29.

A special cruise tour to South America will be operated by the American Express Travel Department, leaving New York January 29 by the Pacific Line's steamship *Ebro*, calling at Havana, Cristobal, Balboa, Callao, Mollendo, Arica, Iquique, Antofagasta and Valparaiso, crossing the Continent by the Transandine to Buenos Aires visiting Santiago, Los Andes and Mendoza en route, and returning from Buenos Aires by the steamship *Voltaire* of the Lamport and Holt Line, calling at Montevideo, Santos (visiting Sao Paulo), Rio de Janeiro, Trinidad, Barbados, and San Juan, reaching New York April 4.

RAMBLES THROUGH THE SOUTHWEST

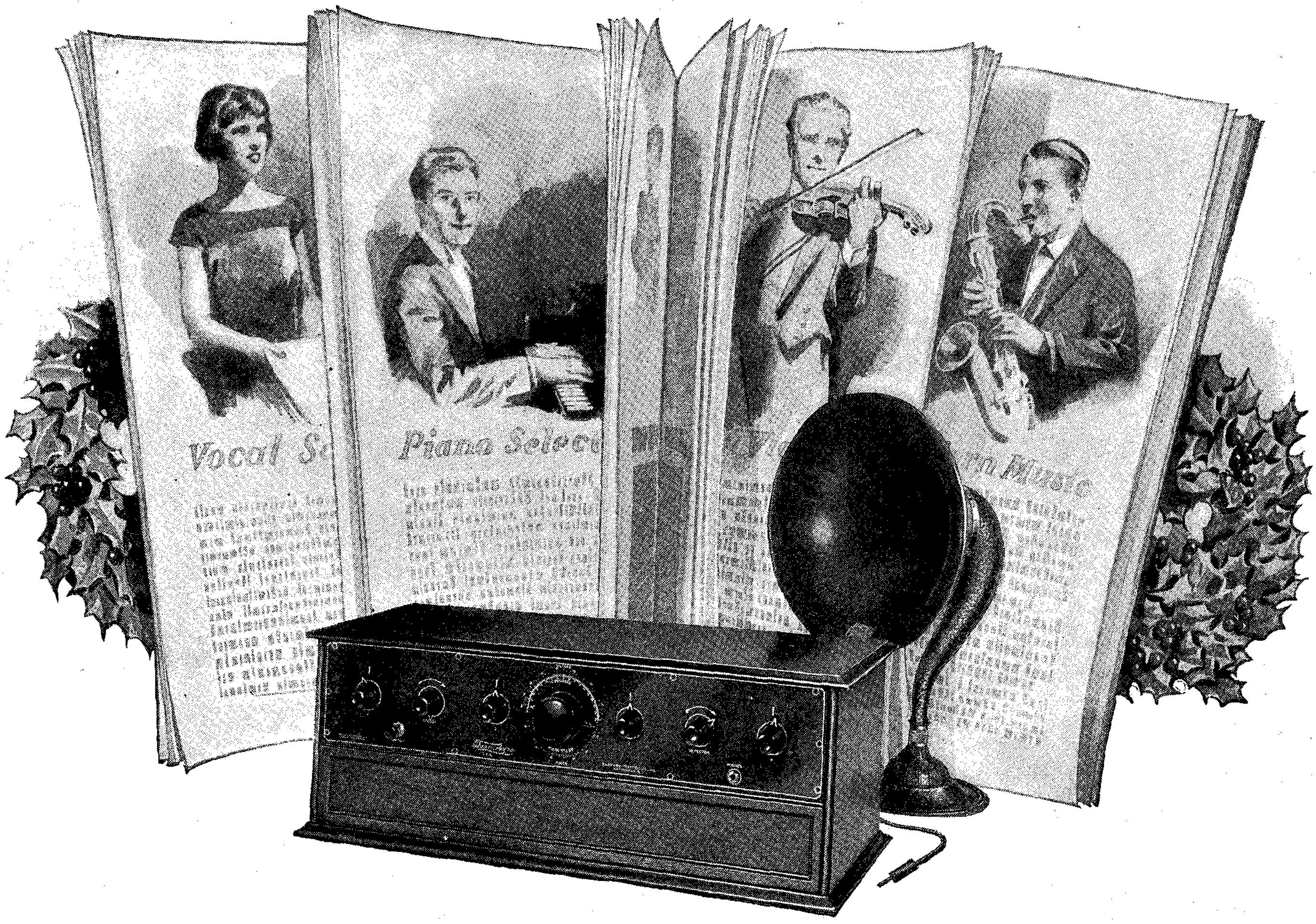
In the wonderland of the Southwest we have a land comparable in antiquity with Egypt, and in scenic interest perhaps more impressive than any other region of North America. Let us glance over some of its characteristics as they are found along the important rail trails intersecting this area.

THE SUNSET ROUTE

If you would visit fascinating New Orleans, journey through the tropical forests and sugar plantations of Louisiana, see the "Teche Country," immortalized by Longfellow, stand before the sacred Alamo of San Antonio, have a glimpse of the cowboys of the Texas Cattle ranches, motor over the Apache Trail, visit delightful Tucson, and experience the California attractions described in another part of these articles, then your pathway will be over the Sunset Route of the Southern Pacific System between New Orleans and San Francisco.

Of course you may connect with it by various rail lines from eastern cities, but a delightful variation of the all-rail route is to make the five-day voyage from (or between) New York and New Orleans by the Southern Pacific Steamship Line, including as it does a sail of one hundred miles up the Mississippi River. The new steamship *Bienville* of this line will soon be placed in commission.

It is advisable to allow ample time for a visit to New Orleans. What other American city has an historic background such as this? Founded by Jean de Bienville and settled by French in 1718, it became the French Capital of Louisiana. Forty-four years later it was sold to Spain. In 1800 its citizens welcomed back the flag of France, and in 1803 the Stars and Stripes



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GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

floated over it as part of the Louisiana Purchase. It saw Andrew Jackson defeat the British in the Peninsular Campaign, and was captured by Farragut in the Civil War.

Canal Street, the "Broadway" of New Orleans, is the dividing line between the Vieux Carre, or old city, with its fascinating atmosphere and customs and the modern American city, having all that this designation indicates.

The very beginning of the Sunset Route is full of novelty. A dozen miles beyond New Orleans the train is ferried across "The Father of Waters." For many miles the way leads over bayous, with tropical vegetation everywhere in sight. Texas is entered, and her progressive cities, including Houston and Galveston and San Antonio, may be visited en route.

Of exceptional historical interest is the last-named city. "San Antonio," says Agnes C. Laut in her book "Through Our Unknown Southwest," "is the gateway city from this south to the land of play and mystery. It is to the Middle West what Quebec is to Canada, what Cairo is to Egypt—the gateway, the meeting-place of old and new, of Latin and Saxon, of East and West, of North and South. Atmosphere? Physically, the atmosphere is champagne; spiritually, you have not gone ten paces from the station before you feel a flavor as of old wine. There are the open Spanish plazas, riotous with bloom, flanked by Spanish-Moorish ruins flush on the pavement, with skyscraper hotels that are the last word in modernity. Live-oaks heavy with Spanish moss hang over sleepy streams that come from everywhere and meander nowhere. . . . Six different flags have flown over the land of the Tejas; the French, the Spanish, the Mexican, the Republic of Texas, the Confederate, the Union."

At El Paso, "the Border City," the Sunset Route receives and carries over its rails the California service of the closely associated Rock Island System which has joined the Southern Pacific System at Santa Rosa. Westward the charm of the Southwest is again encountered as Arizona is entered.

The newly established National Monument Chirachau, one of the greatest "Pinnacle" Forests on the continent, is reached from Tombstone, east of El Paso, on the Southern Pacific System.

Tourists between El Paso and Los Angeles desiring to visit some of the most amazing wonders of the Southwest should avail themselves of the Apache Trail detour. This involves a single day's motor-car side trip from Globe to Phoenix over a 120-mile highway, through an Arizona wonderland, via Roosevelt Dam, ancient cliff-dwellings and the Canyon of the Salt River. Tri-weekly sleepers are operated on the Sunset Limited from New Orleans to Globe for the convenience of those who wish to make this fascinating trip.

No itinerary should omit the Apache Trail. "The way leads along an ancient thoroughfare," says one writer—"to-day the 'Oldest Highway in America.' Before the dawn of civilization came the cliff-dwellers, unknown save for those ruined fortress homes that hang like swallows' nests in niches of canyon walls. Swarming down this pass marched the Toltecs, and along the same trail rode in 1540 the bright armored band of Coronado, seeking the lost cities of Cibola with their untold wealth. Then came humble friars who wandered here afoot—somber-robed Jesuits and Franciscans—and they were followed by the hardy American pioneers, frontiersmen in buckskin, pathfinders and scouts, red-shirted miners and blue-clad cavalrymen. And against all these were arrayed the fiercest of Indian tribesmen, the Tonto Apaches and their kindred, and to them for years this ancient way belonged by right of might. Here was the war-path along which the Apaches set out on their bloody forays."

"Arizona should not be left behind," says John T. Faris in his book "Seeing The Far West" (J. B. Lippincott), "until a pilgrimage is made to Tucson, southwest of the Roosevelt Dam, and almost directly south of Globe. Here, on the Santa Cruz River, which was a favorite route to the north of the early Spanish explorers, was the site of an ancient pueblo. To the north and northeast the Catalina Mountains lift their rugged peaks far into the sky. Other ranges are near at hand. Many unique canyons are everywhere, especially in the Catalinas. One of these, Sabina Canyon, has a stream of water that falls 3,700 feet in six miles! . . . Only the initiated expect to find in the vicinity of Tucson what has been called the most interesting mission church in America. Nine miles from the city in the desert is San Xavier del Bac, founded in 1692 by Fra Eusebius Kino. The present ornate building dates from 1783. The descendants of the Papago Indians, for whom the mission was begun, live in a village near by this old Spanish mission, whose interior is said to exceed in beauty that of any of the missions on the Pacific Coast. But Tucson has yet another claim to fame. On the lower slope of Tumamoc Hill, close to the city, is the Desert Botanical Laboratory of the Carnegie Institution."

From Tucson the tourist may take a motor-stage to the Tumacacori National Monument, containing an ancient Spanish mission ruin founded here by Father Kino, about 1691.

In south-central Arizona, sixteen miles northeast of Casa Grande station on the Sunset Route, tourists may visit the Casa Grande National Monument on the floor of the Gila Valley. In some prehistoric time this "Great House" stood four stories high, its apartments inhabited by an unknown race, which is believed to antedate Christianity.

At Yuma the Southwest is left behind and the great empire of California entered, as described elsewhere.

THE ROCK ISLAND ROUTE

Another favorite route to the Southwest and California in conjunction with the Southern Pacific System is that of the Rock Island System. It has its eastern beginnings at Chicago, St. Louis and Memphis. Juncture with the Southern Pacific is made at Santa Rosa. Thence westward to California via El Paso the Rock Island trains follow the Sunset Route heretofore described.

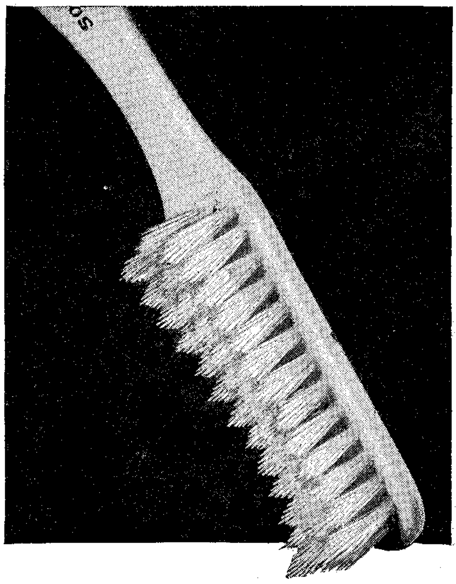
THE SANTA FE TRAIL

To look out of the Pullman window upon an infinite variety of scenery to see the regions explored by Coronado in 1540, to follow the famous Santa Fe Trail of the California-bound covered-wagon trains, are some of the experiences of the traveler who crosses the continent from Chicago to California by the Santa Fe Route.

It includes the Great Plains, the Rocky Mountain region, the Great Colorado Plateau of New Mexico and Arizona and the Desert and mountain regions of California. Among its spectacular natural wonders are the Petrified Forest, the Painted Desert and the Grand Canyon. It is a gateway to Navajo land.

While a visit to the city of Santa Fe involves a slight side trip from Lamy on the main line, it is well worth the time.

"We can build a hundred Chicagos," says Charles F. Lummis, author of "The Land of Poco Tiempo," etc.—"but all American genius can not build a Santa Fe. There is only one—there can never be another. No town of to-day can ever become, even with three centuries, so swathed with mystery, heroism, reverence and Romance as 'La Villa Real de Santa Fe de San Francisco'—'The Royal Chartered Town of the Holy Faith of St. Francis.' In gray Romance, in centuried



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1 Is it made of the best bristles the world produces?

2 Are the bristle-tufts serrated (saw-toothed), and set in a curve to fit against all your teeth, and reach the crevices between?

3 Does it have a large end tuft, and a properly curved handle so the end tuft can reach and clean back teeth?

4 Will it keep germs, tartar, food debris, and other unclean substances off your teeth?

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history, no other city in our Union compares with Santa Fe. For centuries Santa Fe was the Lone Star of Civilization in the million square miles which, thirty-five years ago, I christened 'The Southwest.' . . . To no other American town did merchant caravans ever travel so far and so long—for the farther overland freighting to California in the eighteen-fifties did not last a third so long as that romantic traffic of the old 'Santa Fe Trail.' . . . To-day, after nearly three and a quarter centuries of undisputed queenhood, Santa Fe is not only the capital of a mighty State, an archiepiscopal see, a resort, but a center of Art and Scholarship."

Some of Santa Fe's many notable points of interest include: The State Art Museum; The Palace of Governors, erected in 1609; The Cathedral, and in the vicinity, Indian pueblos, prehistoric cliff-dwellings, and Navajo people and products.

From Albuquerque farther westward radiate more than thirty motor or saddle trips to points of interest.

At Gallup tourists may leave the train for a visit to El Morro National Monument. "It contains," says the *Government's Guide*, "an enormous varicolored sandstone rock rising about 200 feet out of a lava-strewn valley and eroded in such fantastic forms as to give it the appearance of a great castle. On its smooth faces are the inscriptions of five of the early Spanish governors of New Mexico, as well as of many intrepid padres and soldiers who were among the first Europeans to visit this part of the world. Lying as it did on the first highway in New Mexico, the Zuni-Acoma Trail, this rock sheltered as a true fortress many parties whose course took them this way."

Westward another rare treat awaits the tourist—a visit to the Petrified Forest National Monument. The town of Adamana is the point of departure for this natural marvel described by the National Parks Service as follows: "There are three principal groups or forests in which trees or blocks of the petrified wood lie scattered about in great profusion. Many tree trunks exceed 100 feet in length, and cross-sections reveal every tint of the rainbow. Not only are chalcedony, opals, and agates found among them, but many approach the condition of jasper and onyx."

Walnut Canyon National Monument reached from Flagstaff, Arizona, contains most interesting prehistoric cliff-dwellings.

From Williams almost due north extends the branch line terminating at the brink of the Grand Canyon. "To describe the Grand Canyon is as impossible as it is unnecessary," says the *Government's Guide*. "There is no doubt that the Grand Canyon is one of the world's very greatest spectacles. And in its power to rouse the emotion of the looker-on, to stupefy or to exhilarate, it has no equal of any kind anywhere, unless it be the starry firmament itself."

South of Williams in southern Arizona is a land of orange groves, figs, olives and cotton, with an ideal climate for the winter visitor. Here are enterprising Prescott, Castle Hot Springs and Phoenix headquarters for the Salt River Valley.

From Phoenix may be visited the Papago Saguaro National Monument which, says the *Government's Guide*, 'reserves a typical bit of the desert as it appeared before the famous Roosevelt Dam stored up the water that has made the desert bloom."

The Santa Fe Route enters California at Needles, one division serving Los Angeles, another extending through the central regions to San Francisco.

Two other routes provide gateways to parts of the Southwest. The Salt Lake-Los Angeles line of the Union Pacific System intersects the natural wonders of southwestern Utah while the Denver and Rio Grande Western provides a northern approach to Bandelier National Monument with cliff-dweller ruins, artificial caves, stone carvings, etc., and to the city of Santa Fe previously described.

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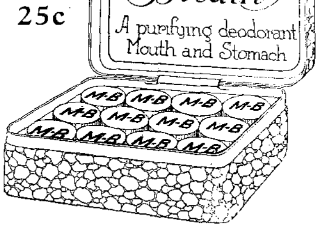

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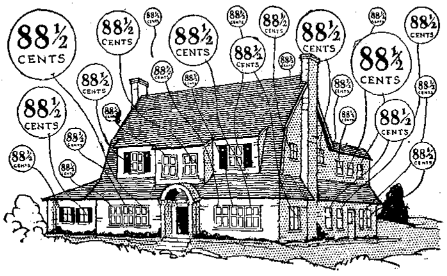

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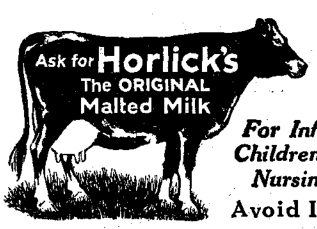

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GLIMPSES OF WINTER PLAY-GROUNDS *Continued*

AT HOT SPRINGS NATIONAL PARK

Hot Springs National Park, of which the city of Hot Springs, Arkansas, is headquarters, is easily accessible from St. Louis by the Missouri Pacific System, and from Memphis by this line and the Rock Island System.

"The hot springs," says *The Government Guide*, "were probably visited in 1541 by De Soto, who died the following spring on the Mississippi, about 100 miles away. According to traditions the curative properties of the springs were known to the Indians long before the advent of the Spaniards. The Hot Springs National Park contains 911.63 acres and includes Hot Springs Mountain, North Mountain, West Mountain, and Whittington Lake Park. The springs are all grouped about the base of Hot Springs Mountain, their aggregate flow being 851,308 gallons per day. The hot water is supplied to the various bathhouses. There are more than eleven miles of well-built roads and footpaths over the mountains."

WINTER SPORTS IN THE ROCKIES

Rocky Mountain National Park, thirty miles north of Denver, is one of our National Reservations open to winter visitors. "The roads to Estes Park," says *The Government Guide*, "by way of Lyons and the Thompson Canyon, remain open throughout the year and the village has daily transportation and mail service. Some of the hotels in Estes Park are open all the year. In the winter those who enjoy snowshoeing, skiing, and other sports will find the park excellently adapted to these invigorating pleasures. Both sides of the park may be reached from Denver. Estes Park village, the eastern and principal entrance to Rocky Mountain National Park, is connected by automobiles of the Rocky Mountain Parks Transportation Company with Denver, as well as with the railroad stations at Fort Collins, on the Colorado and Southern and Union Pacific Railroads; Loveland, on the Colorado and Southern Railroad; Lyons, on the Chicago, Burlington and Quincy Railroad; Longmont, on the Colorado and Southern Railroad.

"Estes Park village is also connected by automobiles of the Glacier Route, Inc., with Boulder on the Colorado and Southern and Denver Interurban Railroads. Grand Lake village, the western entrance, is connected by automobiles of the Rocky Mountain Parks Transportation Company with Denver, as well as with the railroad at Granby, or the Denver and Salt Lake Railroad (Moffat Road). From Granby stages run to Grand Lake. Allens Park village, the entrance to the southern portion of the park, is connected by automobiles of the Rocky Mountain Parks Transportation Company with Lyons on the Chicago, Burlington and Quincy Railroad and Longmont on the Colorado and Southern Railroad. Denver is reached by the following railroads: Atchison, Topeka and Santa Fe; Chicago, Burlington and Quincy; Chicago, Rock Island and Pacific; Colorado and Southern; Denver and Rio Grande Western; Denver and Salt Lake; and Union Pacific."

Denver and neighboring Colorado Springs are among the most interesting cities of the West and favorite stop-over places with transcontinental travelers.

MIDDLE AND NORTHERN TRANS-CONTINENTAL ROUTES

The enjoyment of a trip to the Pacific Coast is enhanced if the tourist goes by one route and returns by another. We have sketched briefly the rail trails that lead through the Southwest. Let us consider now those which lie farther north.

The Overland Route of the Union Pacific System from Omaha to Ogden, its eastern link from Chicago being the Chicago and Northwestern System, follows for many miles the pioneer trail to the West. At Granger the tourist may diverge over the Oregon Short Line Route to the Pacific Northwest. If he prefers to follow the direct route to California he continues over the Ogden Route of the Southern Pacific westward from Ogden or to Los Angeles by the Salt Lake Route of the Union Pacific System.

The Denver and Rio Grande Western Route to California extends from Denver through the wildest scenery, including The Royal Gorge of the Rockies to Salt Lake City there joining the Western Pacific's line to the coast. Through cars are operated over this route from Chicago via the Burlington System and from St. Louis by the Missouri Pacific System.

Between Chicago, St. Louis and the Pacific Northwest extends the Burlington Northern Pacific Route and the Burlington Great Northern Route with service via Omaha and Billings, or via St. Paul, each following portions of the early pioneers' trails.

From Chicago to the Pacific Northwest also stretches the Chicago, Milwaukee and St. Paul. Mt. Rainier National Park, reached from Ashford on this line, is open to winter visitors for winter sports.

North of the International Border are the Canadian Pacific System and the Canadian National, each traversing the natural grandeur of the Canadian Rockies, Banff and Revelstoke on the former and Jasper Park on the latter are open for winter sports. A novel innovation is being introduced at Jasper Park during the present winter, consisting of what is styled "The Dude Trapline." An experienced guide who is also a university graduate, will conduct parties into the wild Athabasca River Valley by dog team, snowshoe and ski, giving the participants the actual experiences of the trappers.

NEW GOLD IN CALIFORNIA

In the days of "Forty-nine" the principal capital stock of the California empire was gold. Nuggets dug from her mountains or panned from her streams still contribute to her mineral resources. Her present sources of wealth, however, are more diversified in their appeal to the thousands who cross her border. Among them we may include: A climate of every variety; unsurpassed scenery of coast and mountain range; historic treasures, home conditions that are multiplying population; cities of more than usual interest; recreation of every variety, including 6,500 miles of superb motor-roads; productive acres, making California the second richest agricultural State; expanding industry and commerce, and ample transportation.

With these possessions it is little wonder that a vast tide of travel pours into California the year round. Easterners are gradually being educated to the fact that California has almost equal inducements for the summer as well as the winter visitor. Some authorities consider the summer the preferable tourist season. It is certainly the season when greater areas of the State are available. But the Riviera of Southern California will ever remain as one of our most delightful winter playgrounds.

The wise tourist will arrange to enter California by one of the main gateways, such as San Francisco or Los Angeles, and leave by another.

San Francisco is the clearing-house for travelers who come down through Northern California from the Pacific Northwest by the Southern Pacific's "Shasta Route"; for those who arrive by the "Ogden Route" and the southern lines of the same system; for those who arrive over the Santa Fe and the Western Pacific Systems and for voyagers who come or go by steamships, including the coastwise service to Los Angeles and San Diego of the Los Angeles Steamship Company; the Panama Pacific and Pacific Mail ships to or from New York; the Matson fleet for Hawaii, the Robert Dollar round-the-world fleet, and the Oriental and South Sea ocean lines. All itineraries should include several days' stop-over at this northern gateway.

In reality San Francisco is several distinct cities in one, yet all merging into one urban personality. Among these components are the Latin Quarter, centered around Telegraph Hill, where the population consists of Italians, French, Portuguese, Mexicans and Greeks, and the shops are replicas of what you would find in Europe. Then there is the famous Chinatown in which you may stroll through a corner of the Orient transplanted here with tea-houses, quaint markets, bazaars and gaily clad populace. Go to The Mission and you will see part of a structure of the church of San Francisco d' Assissi ("The Dolores Mission"), founded in 1776, which was the nucleus of the Spanish village which for fifty years was all of San Francisco. Climb Nob Hill and you come into contact with a splendid modern American city.

On either side of the busy Market Street Ferry stretches the Embarcadero where ships come and go from every world port. Follow the fringe of the city west and south and you come upon The Presidio military reservation, Lincoln Park with its Seal Rocks, Sutro Baths and Cliff House, and finally the Golden Gate Park, four miles long.

San Francisco is the base for many delightful trips to near-by places of interest. Among those which no visitor should miss are the following: by ferry to Oakland, a busy city which has Lake Merritt and surrounding parks in its very center, thence to Berkeley seat of the University of California; by motor to the Santa Clara Valley including Palo Alto with its Leland Stanford University, San Mateo, Redwood City and San Jose; by ferry and motor to the summit of Mt. Diablo with a visit to Byron Hot Springs on the eastern side of the mountain; by ferry to Sausalito, thence by the world's crookedest mountain railway up Mt. Tamalpais, visiting the Muir Woods—big tree grove (now a National Monument) en route; the Bret Harte country, including the interesting capital of the State, Sacramento, with its reminders of gold rush days.

While certain regions of Northern California are not open to the winter tourist, some of the grandest parts of the Yosemite National Park are available.

Within no other area of equal extent is it thought possible to come into contact with such a wealth of natural beauty as that found within the eight square miles of the Yosemite Valley section of the Yosemite National Park.

For the winter visitor the Yosemite is a fairyland. "Yosemite winters," continues the *Government Guide*, "are mild and balmy, the granite walls inclosing and protecting the valley. One may ride horseback and motor on the valley floor, and skating, tobogganing, sleighing, and other winter sports are increasing in popularity. Even Californians have hardly awakened to the fact that at the very gate of their orange orchards is Yosemite Valley, as beautiful in winter as the Alps."

The rail route to Yosemite is by either the Santa Fe or Southern Pacific Systems to Merced, thence by Yosemite Valley Railroad to El Portal. From El Portal, entrance to the park is made by motor stages operated throughout the year. Motorists traversing The Great Valley may enter the Park during the winter months via the El Portal and Valley Roads.

If your exploration of California is from the North southward, and you have visited the environs of San Francisco and the Yosemite, the journey may be continued southward through The Great Valley lying between the Sierras and Coast Ranges, or along the Pacific Coast border between the Coast Range and the seashore. The former route intersects Fresno in the heart of the raisin country and Bakersfield in the center of the oil region.

Exeter on both the Santa Fe and Southern Pacific Systems is the summer rail gateway for Sequoia and General

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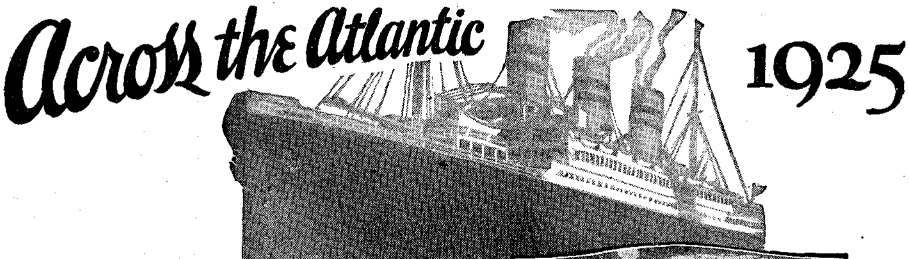

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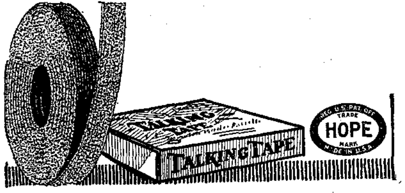

GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

Grant National Parks within the areas of which are to be seen the world's oldest and biggest trees. While portions of these parks are inaccessible in the winter, motorists carrying their own camp equipment may travel at all times of the year over the Middle Fork Road and Trail to Giant Forest, Sequoia National Park. The approach for motorists coming South through the San Joaquin Valley is from Visalia and for those traveling North from Los Angeles and Bakersfield at either Tulare, Visalia, Delano or Porterville. The Middle Fork Road is open throughout the winter to Hospital Rock, where excellent camp-grounds are available. Thence foot or horse trail leads eight miles to Giant Forest.

"Giant Forest," says the official *Government Guide*, "is the name given the largest grove of sequoias, which is more than a grove. It is a Brobdingnagian forest. Here is found the General Sherman Tree, oldest and largest living thing, 36.5 feet in diameter and 280 feet high. The General Sherman tree has about reached its four-thousandth birthday, and was a seedling in the year B. C. 2080.

If the coast route is followed southward over the historic Highway of the King a succession of attractions holds the interest, including the picturesque coast scenery with the snow-capped mountains in the background, ancient missions which were established by the Padres one day's walk apart, and fascinating towns, old and new.

Among these towns Monterey, the ancient Spanish capital with its San Carlos Mission built in 1769, brings the visitor into the very atmosphere of the Spanish rule, while in contrast across Monterey's beautiful bay you may visit modern Santa Cruz, "the Atlantic City of the West Coast." Another neighboring town is Carmel, so richly endowed by nature as to attract artists from far and wide. Farther southward lies San Louis Obispo with a famous mission and then one comes upon one of California's most charming cities.

Santa Barbara amid an idyllic setting breathes the very spirit of early California with substantial attractions of modern life. "It has preserved more," says Charles Francis Saunders in his excellent book "*Under the Sky in California*" (McBride) of what is especially dear to the romance-loving tourist—a certain Old Worldly flavor inherited from its Spanish past and kept going by a plentiful survival of picturesque adobe buildings, but especially by the well-preserved and restored Mission whose brown-robed, rope-girdled and sandaled brothers, in their active community life, are perhaps responsible for more visits to Santa Barbara than any other one of its attractions. The Mission, you find, is not just Santa Barbara; it is, unedited, La Mision de Santa Barbara Virgen y Martir The mountains, too, that rise behind the city have a foreign name. Santa Ynez, unpronounceable until you hear it, and then the words are as music in your ears for life; and the little unfenced park by the beach, where the band plays, and children frolic and old and middle-aged sun themselves on the benches, and lovers sit on the grass under the palms and watch the sea that is bearing their ships home to them.

"Why, all this is as good as a trip abroad; and as you stroll up State Street (for a wonder it is not La Calle del Estado) and see Mexicans eating Tamales and chili con carne in the restaurants, and stop at Pio's hole in the wall to have your shoes polished, the illusion is further enhanced. . . .

"If you are a lover of life in the saddle, no other of the tourist towns offers you quite the varied delights of Santa Barbara."

Most winter tourists are almost certain to enter or leave the State by the main Southern gateway, Los Angeles. Four transcontinental routes enter the city from the east or south, including the Southern Pacific's Sunset Route; the Rock Island System's Golden State Route; the Santa Fe System and the Union Pacific's division from Ogden and Salt Lake. From Northern California lead the Coast and Interior Valley divisions of the Southern Pacific with their connecting link from San Francisco to the Pacific Northwest; the Shasta Route, and the Santa Fe System. Los Angeles is also an important ocean port. It has direct steamer service to San Francisco and Honolulu, is a port of call for the Panama Pacific and Pacific Mail steamships from New York for San Francisco, Robert Dollar round-the-world line—a total of sixty-five ocean services.

It is the custom to speak of Los Angeles as a tourist headquarters. It is such, but has a much greater significance. Rapidly increasing industries and commerce have made it the metropolis of Southern California. Its industries employ more than 200,000 and its manufactured products total more than a billion dollars annually.

You may still meet citizens who remember this imposing city of 660,000 inhabitants as the small Spanish Pueblo de Nuestra Senora la Reina de los Angeles —"the City of Our Lady the Queen of the Angels." And you will agree that there is much of the queenly in this superb modern city with its palatial residential districts of the well-to-do, its attractive flower-surrounded bungalows of its working classes, its handsome shops and palm-shaded parks.

Inviting trips lead to numerous places of interest in the environs including: the ocean beaches, Santa Monica, Venice, Redondo, Long Beach and others; the studios of Hollywood; Pasadena, the city of villas and roses overlooking the San Gabriel Valley; the trip to and up Mt. Lowe; motor trips to San Bernardino, Redlands and Riverside with its famous Mission Inn; and Santa Catalina Island ocean trip from Los Angeles Harbor. Ancient mission buildings near Los Angeles include those of San Gabriel just outside the city, San Juan Capistrano, midway between Los Angeles and San Diego, and San Fernando, twenty-five miles northwest.

On the long span of coastline from San Francisco southward there are few places of more absorbing interest than San Diego facing an impressive harbor into whose waters sailed in 1542 Cabrillos' caravels to plant the flag of Spain in the country of California. Later was established here the first colony of the white race upon the Pacific Coast, Father Junipero Serra setting up the cross on the Mission of San Diego de Alcala in 1769, the bells which summoned the congregation to mass being a gift from the King of Spain. Here too the first American flag is said to have been planted by General Fremont in 1846. You may wander through the "Old Town" and see many reminders of the early days. Among these is "Ramona's Marriage Place"—an adobe house facing the Plaza and containing historical treasures.

The modern San Diego is by contrast equally interesting. If you cross the bridge spanning Cabrillo Canyon and enter Balboa Park you will find 1,400 acres of tropical flora of rare beauty and imposing public buildings, permanent monuments to the Panama-California Exposition.

San Diego has two seaside resorts that should not be omitted from the itinerary. Coronado across the bay is a little paradise of cottages, bungalows and hotels embowered in tropical foliage and flowers and a magnificent stretch of sandy beach. La Jolla, facing the Pacific and backed by Soledad Mountain, is noted for its scenic beauty, its submarine gardens and natural caves. No visitor should miss the drive to Point Loma included in the Cabrillo National Monument from which is to be seen what Charles Dudley Warner described as "one of the most remarkable views in the accessible civilized world."

Of recent years a spectacular rail approach to Southern California has been opened through the Carriso Gorge available to tourists going or coming by the Southern Pacific's "Sunset Route" or the Rock Island System's "Golden State Route." From the east this route diverges from the main line at Yuma and 100 miles west plunges into a mountain chaos of chasms, crags and pinnacles all painted by nature in the most brilliant colorings. The engineering triumphs of the railway are equally amazing. West of the Carriso the line drops across the international border then curving northward reënters the United States and finally reaches San Diego—a mileage of 218 from Yuma.

California believes firmly in her ability to keep the visitors within her borders interested, inspired and entertained. She succeeds so well that many tourists decide then and there to become permanent dwellers. So do not be too sure you will not establish a delightful home in "The Golden State."

IN MID-PACIFIC UNITED STATES

There is one instrument which has proved a greater asset to Hawaii than any other, ancient or modern. It is the maligned, hated and beloved thermometer. It serves our Mid-Pacific Territory with unvarying devotion. Its column of gleaming mercury is never erratic, nor goes to extremes the year round. Its record of sea water is close to 75 degrees winter and summer. On land at sea level it ever remains between 62 degrees and 85 degrees.

Hence Hawaii (pronounced Hah' wy' e) is attractive at all seasons and hence the thermometer is one of her biggest advertising devices. Accordingly nearly as many tourists visit her shores in summer as in winter. Yet the habit will endure of regarding this "loveliest fleet of islands that lie anchored in any ocean," as Mark Twain described them, as a winter objective, which indeed they are.

There are four insular divisions which claim the tourists' special interest. These include the islands of Oahu (pronounced Wh' ah' hoo) containing Honolulu, the island of Kauai (pronounced Cow' eye) designated "the garden isle," Maui (pronounced Mow-ee) with the crater of Haleakala in one section of the Hawaii National Park, and the island of Hawaii with Kilauea and Mauna Loa volcanoes within another section of the National Park. No Hawaiian itinerary is adequate which does not include tours to each of these members of the archipelago.

Honolulu is the principal tourist base. It is termed "the crossroads of the Pacific," because all of the mid- and south-Pacific Ocean lanes radiate to this port like the spokes of a gigantic wheel. The San Francisco spoke is 2,100 miles long; that from Seattle 2,400 miles; the one from Los Angeles, 2,232 miles.

Direct routes from the mainland United States include the following: The Matson Navigation fleet, providing sailings weekly between San Francisco and Honolulu. Three ports other than Honolulu are also included, two vessels calling fortnightly at Hilo, Island of Hawaii, two fortnightly at Kahului (Island of Maui), and one every five weeks at Port Allen (Island of Kauai). One vessel operating over a triangular route, sailing every five weeks from Seattle to Honolulu, returning to Seattle via San Francisco. Between Los Angeles and Honolulu are operated vessels of the Los Angeles Steamship Company, sailings every two weeks, with calls at Kahului (Maui) and Hilo.

From Victoria and Vancouver to Honolulu extends the route of the Canadian Australasian Royal Mail fleet on their voyages to and from the South Pacific. From San Francisco to Honolulu, thence to the South Seas steam vessels of the Oceanic Steamship Company. Three lines from San Francisco to the Orient make Honolulu a port of call, the Pacific Mail Steamship Company, the Toyo Kisen Kaisha and the Dollar Line around-the-world steamers. Inter-Island inclusive expense voyages are

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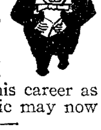

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

provided from Honolulu by the Inter-Island Steam Navigation Company, also by the Matson and Los Angeles Lines.

Tourists unfamiliar with Hawaii will find it advisable to obtain information and advice on desirable itineraries from the Hawaii Tourist Bureau's San Francisco, Los Angeles or Honolulu offices.

Among the multiplicity of Hawaiian attractions are certain outstanding attractions that should not be omitted from any well-planned trip. A summary follows:

When you step ashore at Honolulu, Island of Oahu, amid the strains of welcoming Hawaiian music you are in a city in which Oriental and American races and atmosphere mingle, one of the world's notable melting-pots.

Consequently Honolulu has the fascination of unlikeness to any city on the mainland. Among its many points of interest are Bishop Museum, with priceless Polynesian records and exhibits, historic buildings, tropical gardens of hibiscus and palms, and famous Waikiki Beach with its aquarium, surf-riding, moonlight bathing, music and dancing. No tourist will fail to visit Waikiki, for as a writer in "Japan" remarks— "There are few more charming spectacles, even in this land of beauty, than the daily galaxy of surf riders flashing shoreward at Waikiki on the crest of the long rollers. Sunshine, laughter, the beautiful surroundings of sea, mountain and palm-fringed shore combine in no small measure to give happiness, strength and the joy of life to all participants in this ancient sport of a stalwart people."

In the environs of Honolulu are the Punchbowl Crater and Mt. Tantalus, each affording panoramic views, Pearl Harbor Naval Station, and a trip to the Pali—a precipice 1,200 feet high commanding extensive views and about which cluster traditions and historical events. Motor and rail excursions tempt the tourist to view the Coral Gardens at Kaneohe and Haleiwa and see the great pineapple and sugar plantations, which help to give the Territory its commercial importance. A round-the-island motor trip of 85 miles discloses a succession of interesting sights, including those above mentioned, together with miles of beautiful seashore, Schofield Barracks, and Pearl Harbor, all of these on Kauai.

Having seen these and other interesting possessions of Oahu the inter-island voyages offer other lures.

Westward, a ninety-eight-mile sail brings one to Kauai, a little land of rare beauty and grandeur—"the Garden Isle" as it is termed. The principal ports are Lihue and Port Allen. A short distance from the latter is the famous Waimea Canyon, 3,000 feet deep, the inspiration of many artists. A motor trip of about eighty miles includes the Barking Sands, Spouting Horn and Caves of Haena.

Southeast from Honolulu lie two islands, visits to which are indispensable in any Hawaiian itinerary—Maui and Hawaii.

The principal ports of Maui, "the Valley Island" are Lahaina, seventy-two miles from Honolulu, and Kahului, ninety miles distant. Dominating all other scenic features of this island and within the National Park is Haleakala (House of the Sun), the largest quiescent volcano in the world, its crater twenty miles in circumference and 3,000 feet deep. Visitors debarking at Kahului motor to Olinda, thence proceed to the rest house at the summit by horseback, spending the night there. Next day they return to Olinda, motor to Wailuku, visiting the Iao (pronounced E-yow) Valley, "the Yosemite of Hawaii," thence returning by motor to the steamer at Kahului.

Southeast of Maui is the largest of the islands, Hawaii "the scenic isle," approximately the size of Connecticut and a most important objective of tourists. For here within limits of another section of the National Park are natural wonders not elsewhere duplicated on earth. Hilo, 192 miles from Honolulu, a thriving and beautifully situated city and the second in population in the territory, is the chief port. Other ocean approaches are the ports of Kailua and Mahukona.

Hilo is the popular base for the volcano trip to Kilauea's lakes of molten lava. "Over concrete roads," says Dr. T. A. Jaggar, the Government's volcanologist, "travelers motor to the park and drive to the very verge of the fire-pit, where, in perfect comfort they can watch gorgeous and stupendous fireworks beyond all imagining—where may be seen star matter pulsating." Here reigns Pele, Goddess of Fire. Like the Grand Canyon it is a spectacle that will long endure in the mind of the beholder. Westward of Kilauea rises 13,675 feet the huge cone of Mauna Loa, intermittently active, a two-day horseback trip from Kilauea and also in the National Park.

Scenic attractions abound in the vicinity of Hilo and the rail trip originating here and leading to the Hamakua Coast discloses some of the Territory's most entrancing natural pictures. Another route to Kilauea is that from Honolulu to the port of Kailua on the west coast, thence by motor, 100 miles to the Volcano.

In northern Hawaii still another volcano, Mauna Kea, raises its crater skyward 13,825 feet capped in eternal snow.

Among favorite sports in the Territory are motoring, saddle trips, hiking, bathing, tennis, golf and fishing.

SEEING EUROPE

The British Isles must ever be of intense interest to every tourist from America belonging to the Anglo-Saxon race.

No other city has stronger individuality than London and a week is about the least time which should be allowed to make its acquaintance. Numerous excursions to near-by places include trips to Windsor, Hampton Court Palace, the Thames, etc. On the South Coast, easily reached from London is Brighton, the "Queen of English watering-places." Stratford-on-Avon in the Shakespeare country is the Mekka of pilgrims from every land. South Devon, with Torquay, Plymouth and Dartmoor, and the North Devon coast—Lorna Doone country—are equally attractive.

The Lake District, with Windermere, Grasmere and Keswick, includes some of England's loveliest scenery. North Wales, with Conway, Carnarvon and Mt. Snowden, presents attractions of rare individuality. Carlisle and Durham are to be seen on the journey to Scotland with its trossachs, ancient castles and storied Edinburgh.

Holland and Belgium should have places on every European itinerary. Distances in these countries are so short that much ground may be covered within a short time. It is only eighty-two miles by train, for instance, from Flushing to Rotterdam; a three-hour run from Antwerp to Rotterdam; while The Hague is only fourteen miles beyond. From The Hague to Amsterdam the distance by rail is but thirty-six miles. Travel in Belgium involves equally short trips. The Belgian battle front, Bruges, Ghent, Brussels, Antwerp and Malines all involve short trips.

Travel in Germany, now that conditions are becoming more settled, is resuming its old-time popularity. The German cities are of special interest to tourists, including Cologne, with its great cathedral; Bremen and Hamburg, the leading seaports; Berlin, "the magnificent city"; Dresden, the capital of Saxony; Leipsic, center of the book trade; Frankfort, a commercial headquarters; Heidelberg, among impressive natural surroundings, and Munich, capital of Bavaria. The Rhine Valley should, of course, be included in all itineraries of the trip to Germany.

For the American tourist France is hallowed ground, her soil consecrated by the

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blood of many of our sons. Besides these sacred associations she provides perhaps a greater variety of inducements than any other European country.

Paris is, of course, a brilliant star in the constellation of immortal cities, her attractions being too numerous to even catalogue here.

From Paris trips are made to the battlefields of northeastern France, to Versailles and the Forest and Chateau of Fontainebleau.

The quaint north coast of Brittany, beginning at St. Malo, is a favorite region with tourists. It includes a visit to Mont St. Michel, "one of the most impressive monuments of France." The South Coast of Brittany is equally delightful.

The chateau country, including Blois, Chambord, Chaumont, Tours, Amboise, Chinon, etc., are reached conveniently from Orleans, seventy-five miles from Paris.

In central France are very ancient and interesting cities, including Angers, Bourges, Clermont-Ferrand and famous Vichy.

Limoges, Perigueux and Bordeaux should be included in the itinerary of southwestern France.

The scenery of the Pyrenees, with Narbonne, Toulouse and Lourdes, is of the most inspiring variety. Remains of Roman civilization are found at Avignon, Orange, Mines and St. Remy in the lower Rhone Valley.

The French Riviera, from Marseilles to the Italian Border, with Cannes, Monaco, Monte Carlo, Mentone and Nice, is an ideal region for the winter tourist.

For those who love the tang of frosty air Switzerland in winter is a fairyland. For here we find the combination of sublime scenery and every conceivable form of winter sports.

Italy occupies an indispensable place in the itinerary of the European winter tour. The Italo-Austrian War Zone, conveniently reached from Trieste, Venice, Cortina or Trent, is of interest for its historic associations and its impressive scenery. The Italian Riviera, with San Remo, Genoa and Rapallo as its centers, rivals its French counterpart. Milan, the capital of Lombardy, contains among other wonderful objects the largest Cathedral in Europe except St. Peter's in the Eternal City.

The Italian Lakes, including Maggiore, Lugano, Garda and incomparable Como, have been for centuries the inspiration of nature lovers and artists. It is, of course, unthinkable to visit Italy without seeing Venice, "the city in the sea," with its galleries, churches, palaces and Grand Canal. From Venice excursions may be made to Trieste and to Florence, "the art capital of Italy." Rome is considered by some experienced travelers to be "the most marvelous city on earth." Naples is the base for trips to Vesuvius, Amalfi, and Capri, while winter tourists delight in the warm sun of Palermo, capital of Sicily.

The tourist who has arrived at the French Riviera may conveniently extend his trip into Spain. From charming Biarritz the traveler may go to San Sebastian, Spanish watering-place and residence of the royal family; Segovia, with remarkable Roman ruins; Madrid, the capital; Grenada, with its immortal Alhambra; gay Seville, and venerable Barcelona. Africa is being developed from the tourists' standpoint. Sightseeing trips are available at Algiers and a motor-car trip traverses the mountainous region between the Mediterranean and the Sahara Desert.

Egypt and the Nile Valley with their historic treasures offer other regions of interest to the winter tourist.

The flood-tide of European travel is flowing in large volume. Besides the regular European sailings of the Cunard, White Star, Red Star, Atlantic Transport, Canadian Pacific, French Line, United American, United States Lines, Holland-America Line, North German Lloyd, Hamburg-American, Scandinavian-American, Norwegian-American, Fabre, Italian Line, Cosulich Line, Lloyd Sabaudo, Royal Mail Steam Packet, there are a variety of special Mediterranean and round-the-world cruises under steamship line and tourist agency auspices. Among those to the Mediterranean are the following:

For a Mediterranean Cruise the Cunard Line S. S. *Samaria* has been chartered by Raymond & Whitcomb Company, to leave New York on February 5th. The itinerary will include Madeira, Spain, Algeria, France (Monte Carlo and Nice during carnival), Italy, Sicily, Tunisia, Greece, Turkey, the Holy Land and Egypt, Jugo-Slavia, Northern Italy (Venice) with another call at Spain (Gibraltar), and the ship will arrive at Cherbourg and Southampton on April 5th, whence passengers return to New York by any Cunard Line sailings.

The White Star steamship *Homeric*, under charter to Thomas Cook and Son, sails from New York on January 24th for a Mediterranean cruise including Madeira, Cadiz, Gibraltar, Algiers, Tunis and the ruins of Carthage, Naples, Athens, Constantinople, the Bosphorus, Haifa (for side trips into the Holy Land), Alexandria (for Cairo), including sixteen days in Egypt; Naples (second call), including side trips to Capri, Sorrento, Amalfi and Vesuvius, the French Riviera, including Monaco, Monte Carlo and Nice; Southampton, including four days in London.

The Canadian Pacific S. S. *Empress of Scotland*, under management of her owners will clear from New York on February 9th, ports visited including Madeira, Lisbon, Cadiz, Gibraltar, Algiers, Athens, Constantinople, Beyrout, Haifa, Alexandria, Naples, Monaco, Cherbourg, Southampton.

The Cunarder *Scythia*, under charter of the Frank Tourist Agency, will sail for a Mediterranean Cruise leaving New York January 29th, including Madeira, Cadiz, Gibraltar, Algiers, Tunis, Naples, Alexandria, Haifa, Constantinople, Athens, Palermo, Naples, Monte Carlo, Gibraltar, Cherbourg, and Southampton.

The Holland-America Line will have its steamship *Rotterdam*, leaving New York on February 4th, for a cruise to the Mediterranean, including Madeira, Lisbon, Cadiz, Seville, Gibraltar, Algiers, Tunis, Athens, Constantinople, The Holy Land, Egypt, Italy and the Riviera.

Under charter to Frank C. Clark Tourist Agency, the Cunard steamship *Laconia* will sail from New York on January 31st for Funchal, Cadiz, Gibraltar, Algiers, Phaleron Bay (Athens), Constantinople, Haifa (for Palestine), Alexandria (Cairo and the Nile), Naples (Rome and Pompeii), Villefranche (Monte Carlo), Cherbourg and Liverpool.

Besides these special cruises there is the regular service of the Italian Lines, each having new vessels under operation in the New York-Mediterranean trade. These are the *Duilio* and *Giulio Cesare* of the Navagazione Generale Italiana (popularly known as the "N. G. I.") and the Lloyd Sabaudo Line's *Conte Rosso* and *Conte Verde*. Also in the regular Mediterranean trade are the White Star liners *Adriatic* and *Lapland*, Cunard Line's *Mauretania*, and the Cosulich steamships *President Wilson* and *Martha Washington*.

This winter's round-the-world tours will include the following:

The Canadian Pacific Steamship *Empress of France* leaves New York on January 14th for a round-the-world cruise embracing the following: Madeira, Gibraltar Algiers, Monaco, Naples, Haifa, Port Said, Suez, Bombay, Colombo, Padang, Batavia, Singapore, Manila, Hongkong, Shanghai, Taku, Kobe, Yokohama, Honolulu, Hilo, Victoria, Vancouver, San Francisco, Balboa, Colon and Havana.

A round-the-world cruise under auspices of Frank C. Clark will leave New York on January 20th by the Cunard steamship *California*, including visits to Havana, Panama, Los Angeles, Honolulu, Yokohama, Kobe, Osaka, Shanghai, Hongkong, Canton, Manila, Batavia, Sumatra, Singapore, Rangoon, Calcutta, Colombo, Bombay, Suez, Port Said, Haifa, Jerusalem,

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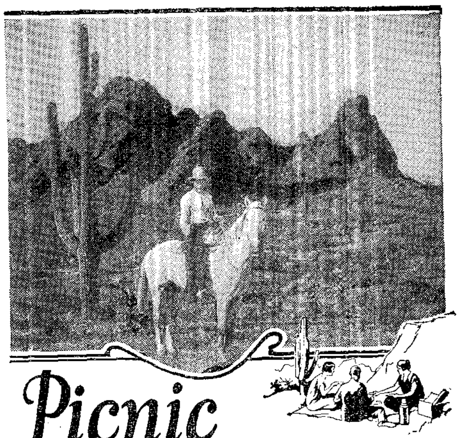

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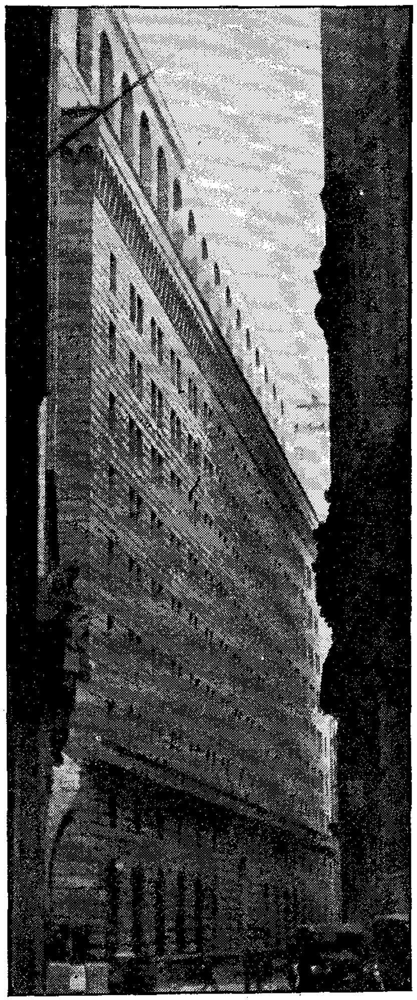
INVESTMENTS-AND-FINANCE

TEN YEARS OF THE FEDERAL RESERVE

THE FEDERAL RESERVE SYSTEM has just been celebrating its tenth birthday. For altho the Federal Reserve Act was approved December 23, 1913, it took about a year to do the preliminary work of locating and organizing the banks, and they did not open for business until November 16, 1914. In noting this fact, writers in the financial columns of the papers point out also that the Reserve banks have lived half their allotted span of life, for the charters given them by Congress run for twenty years. And it will be remembered that both the First and Second United States Banks became subject to political attacks in Congress, resulting finally in non-renewal of their charters. In celebration of the Reserve Bank's first decade various financial journals have been collecting figures showing the growth of the system and statements from bankers and financial authorities regarding its value. By a remarkable coincidence the New York Federal Reserve Bank, which does about a third of the business of the whole system, has just moved into a new building, which is the last word in banking architecture, a purely fortuitous birthday present.


Photograph by Kadel & Herbert

THE NEW HOME OF THE NEW YORK RESERVE BANK

At first, notes *The Wall Street Journal*, little use was made of the Reserve system even by the National banks, which were compelled to be members. But the war then raging in Europe, and into which the United States later entered, hastened the development of the new system and demonstrated its great usefulness. The principal achievements of the Federal Reserve system of the last ten years include, continues *The Wall Street Journal*, "the concentration of banking reserves under conditions that allowed greater credit expansion, establishment of rediscount facilities, introduction of an elastic currency, development of the dollar acceptance and an American bill market, a more economical check collection and clearing system, more efficient methods of transferring currency and credit from one part of the country to another, concentration of our gold supply, improved methods for handling government finances, a comprehensive and coordinated banking policy, better and more general credit information and a greater influence in international finances."

During the war, this same financial journal reminds us, the Federal Reserve Banks took an important part in the flotation of government loans, handling $21,000,000,000 worth of Liberty bonds and $42,000,000,000 of short-time issues. Furthermore, "banks borrowed billions from the Reserve Banks, and these billions provided funds whereby the war was financed, wages paid, war materials bought, and loans made to the Allies. While many other countries made vast issues of irredeemable paper money, the Reserve Banks met new needs for currency in the United States by issuing Federal Reserve notes, secured by gold and commercial paper, and always redeemable."

At first, the State banks were slow to join the Reserve System, but now, it is noted in the press, there are 8,080 National and 1,570 non-National member banks. When the institution started in November, 1914, the combined resources of the Federal Reserve System totaled $246,425,000 while in the corresponding week of 1924 the resources were about twenty times as large, or $5,018,104,000. As the New York *Times* further reports, the gold holdings have grown from $203,415,000 to a present reserve of $3,047,882,000.

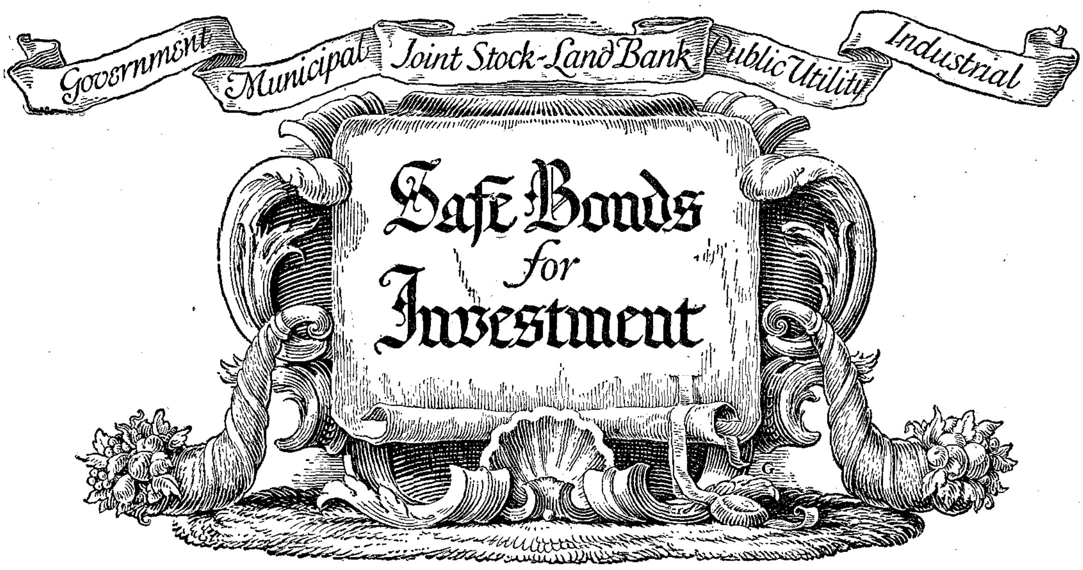
In *The Wall Street Journal* symposium on the accomplishments of the system, Gov. Benjamin Strong, of the New York Federal Reserve Bank, says that these should be listed under the heading, "What Has Not Happened":

> "We fought a war ten times as expensive as the Civil War without issuing any irredeemable paper currency. We were the only major country in the world to continue on a gold basis.
>
> "In a post-war period of economic dislocation we have avoided anything in the nature of a panic, and have had less price fluctuation and less financial disturbance than any other country in the world. We have absorbed without price inflation a tremendous flood of gold into this country, amounting since 1920 to $1,500,000,000."

The Federal Reserve Bank of Philadelphia, through its publication, *The 3-C Book*, has collected the opinions of Federal Reserve officers, bankers, economists, editors and captains of industry, who are unanimous, we are told, "that the first decade has proven the value of the Reserve Banks." Space does not permit quotation from this symposium, but the writers emphasize the stabiilty given to business and the successful war financing by the Reserve System.

Several of these financial authorities sound a note of warning against letting politics interfere with the Reserve System. President Coolidge joins them in declaring that the Reserve System is "an entirely non-political organization, and in order to render the greatest service should be as free from partizanship as the Supreme Court of the United States." Yet *The Wall Street Journal* fears that political attacks will recur, "especially as the time approaches for renewal of the Federal Reserve Bank charters," altho it hopes that the system's indispensability will be so generally recognized that there will be no episode like the wrecking of the Second Bank of the United States in the time of Andrew Jackson.

When the New York Federal Reserve Bank opened business ten years ago, it had only ninety-two officers and employees. It expanded rapidly, outgrowing several successive rented quarters, and has now moved into its own new building to house a personnel of 2,500. The new $14,000,000 structure at 33 Liberty Street is described in the New York papers as the most efficient banking building in the world. It has fifteen stories above, and five below the street level. Its three-story vaults are below tidewater, occupy space equivalent to that of forty average New York apartments, and are proof against TNT, dynamite, oxyacetylene torches and pneumatic drills.



Current offerings for every investment need

Public Utility Bonds

	Maturity
Commonwealth Edison Co. (Chicago) First Mtge. Coll. 5s, Series B	6/1/1954
Denver Gas & Electric Light Company First and Refunding Mtge. Sinking Fund 5s	5/1/1951
Detroit City Gas Company First Mortgage 6s, Series A	7/1/1947
Houston Lighting & Power Company First Lien and Ref. Mtge. 5s, Series A	3/1/1953
Illinois Power & Light Corporation First and Ref. Mtge. 6s, Series A	4/1/1953
Kansas City Power & Light Company First Mtge. 30-Year 5s, Series A.	9/1/1952
Laclede Gas Light Company (St. Louis) First Mtge. Coll. and Ref. 5½s, Series C	2/1/1953
Metropolitan Edison Company (Penn.) First and Ref. Mtge. 5s, Series C	1/1/1953
Peoples Gas Light and Coke Co. (Chicago) 6% Secured Gold Notes, Series A	3/1/1927
Portland Electric Power Company First Lien and Ref. Mtge. 6s, Series B	5/1/1947
Public Service Company of Colorado First Mtge. and Ref. 5½s, Series B	9/1/1954
Public Service Co. of Northern Illinois First and Ref. Mortgage 5s	10/1/1956
St. Paul Gas Light Company General (now first) Mtge. 5s	3/1/1944
West Penn Power Company First Mortgage 5s, Series A	3/1/1946

Industrial Bonds

Armour and Company of Delaware First Mortgage Guaranteed 5½s, Series A	1/1/1943
Continental Motors Corporation First Mtge. Sinking Fund 6½s	3/1/1939
Cudahy Packing Company Sinking Fund 5½% Gold Debentures	10/1/1937
Hearst Publications, Inc. First Mortgage and Collateral Trust 6½s	5/1/1926-36
Long Bell Lumber Company First Mtge. Sinking Fund 6s, Series A	7/1/1942
Wurlitzer (Rudolph) Co. Sinking Fund 6% Debentures	1/15/1938

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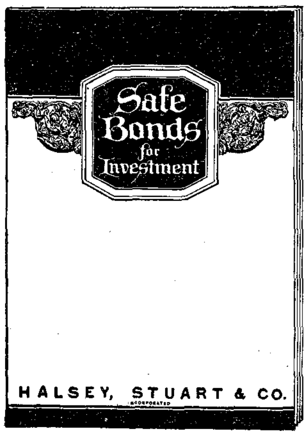

Send for Booklet LD-12

Foreign Bonds

	Maturity
Government of the Argentine Nation External Sinking Fund 6s, Series B	12/1/1958
Province of Ontario 5½s	3/1/1925
Paris-Lyons-Mediterranean R. R. Co. External Sinking Fund 7s	9/15/1958
Paris-Orleans Railroad Company External Sinking Fund 7s	9/1/1954

Municipal Bonds

Chicago, City of, Improvement 4s	1/1/1939
Cuyahoga County (Cleveland) Ohio Sewer Imp. 5s	10/1/1931-44
Des Moines, Iowa Ind. School Dist. 4¼ and 4½s	8/1/1944
Illinois, State of, Highway 4s	3/1/1940-44
Louisiana, State of, Port Com. 5s	1938-67
Mississippi, State of, Refunding 4½s	10/1/1936-38
Multnomah County (Portland) Ore. Bridge 4½s	10/15/1930-53
Norfolk, Virginia, Public Imp. 4½s	7/1/1947
San Francisco, California, City and County of, Water 4½s	7/1/1944-58
State of Michigan, Highway 4¼s	11/15/1944
State of Minnesota, Rural Credit 4¼s	12/1/1939

Joint Stock Land Bank Bonds

Atlantic (N. C. and S. C.) 5s	7/1/1954	Opt. 34
Burlington (Ia. and Ill.) 5s	6/1/1954	Opt. 34
First Carolinas (N. C. and S. C.) 5s	4/1/1954	Opt. 34
First Texas (Okla. and Texas) 5s	5/1/1943	Opt. 33
Kentucky (Ohio and Ky.) 5s	7/1/1954	Opt. 34
Louisville (Ky. and Ind.) 5s	5/1/1953	Opt. 33
Pacific Coast, of Salt Lake City (Utah and Idaho) 5s	3/1/1954	Opt. 34
St. Louis (Mo. and Ark.) 5s	1/1/1955	Opt. 35

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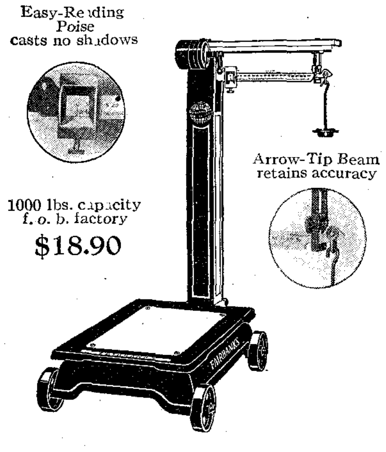
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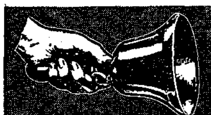

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CURRENT ▾ EVENTS

FOREIGN

December 3.—In an address in London, Austen Chamberlain, the Foreign Secretary, says that the situation in Egypt is not one for action by the League of Nations.

Ramsay MacDonald, former Prime Minister, is reelected Leader of the British Labor Party.

The Turkish Government notifies the League of Nations of its acceptance of the proposal that the World Court of Justice be asked to interpret the Lausanne Treaty for the compulsory exchange of Grecian-Turkish populations.

December 4.—Sir Geoffrey Archer is nominated Governor-General of the Sudan.

A bill to authorize doctors "to release a hopelessly ill person from severe and inevitable sufferings" by taking his life is introduced in the Danish Parliament by Minister of Justice Steincke.

The British Government notifies the League of Nations that because of the special relations between Great Britain and Egypt, long recognized by other countries, it will not brook any interference in the affairs of Egypt by any other Power.

December 5.—Representatives of all the Baltic States, including Russia and Poland, sign an agreement fixing a twelve-mile water limit in which anchored ships may be searched and seized for contraband liquor.

Cipriano Castro, the former Venezuelan dictator, dies at San Juan, Porto Rico. He was sixty-six years old.

December 6.—Premier Herriot receives the Soviet Russian Ambassador, Krassin, and an hour later informs the Chamber of Deputies that the Government will defend the country against the Communist peril and will expel foreign agitators. The police seize 300 agitators, 70 of whom are to be expelled.

The Roumanian Government is reported to be preparing to deport 100,000 undesirables under the recent law granting the authorities exceptional powers to maintain order.

Gen. Wu Pei Fu, who had been at war with Gen. Chang Tso-lin and Feng Yu-hsiang, the "Christian" General, announces his retirement, and the latter two generals offer to resign their military commissions. Tuan Chi-jui is in control of the Peking Government, Chang Tso Lin remains in control of Manchuria and Lu Yung-Hsiang takes control of Chihli province.

December 7.—Eleven people are killed and seven are seriously wounded by seventy bandits who sack the town of Tapalpa, in the State of Jalisco, Mexico.

Bishop Charles H. Brent, of the Protestant Episcopal Church, who has been waging a fight against the opium evil for twenty years, quits the Geneva opium conference because he is "disgusted with results."

December 8.—The Council of the League of Nations opens its thirty-second session and agrees, at the request of Great Britain, to postpone discussion of the disarmament and security protocol. A special committee of fifteen jurists is appointed to study and codify international law.

The German elections held on December 6 result, according to incomplete returns, in giving 230 seats in the Reichstag to the Republican parties and 185 to the Monarchist groups. The Republicans, it is said, will not have a clear majority without a coalition with the People's party, headed by Foreign Minister Stresemann.

December 9.—The United States Government presents its acceptance of the League of Nations' invitation to the proposed conference on traffic in arms to be held at Geneva, beginning May 4, 1925.

The cost of France's military establishment during the coming year will be about $248,000,000, according to the budget presented by General Nollet, War Minister, to the Chamber of Deputies. The budget for last year was about $85,000,000. This year the army pay will be increased and the duration of service cut down.

The Italian Senate passes the budget of the Ministry of the Interior, which includes the provision for the retention of the Fascisti militia.

DOMESTIC

December 3.—Acting on orders of John L. Lewis, President of the Miners Union, the union's district officers in Scranton revoke the charters of ten Pennsylvania local unions which refuse to return their men to work after being ordered to do so by President Lewis. The miners struck in order to hurry the Anthracite Board of Conciliation to a decision on differences between the men and the coal companies.

Senator William E. Borah of Idaho is approved by the Senate as Chairman of the Committee on Foreign Relations, to succeed the late Senator Henry Cabot Lodge. Senator Albert B. Cummins is made Chairman of the Judiciary Committee and Senator Hiram Johnson of California is made Chairman of the Immigration Committee.

The United States and Great Britain conclude a treaty by which equal rights will be assured American citizens in the mandated territory of Palestine, it is announced by the State Department.

December 4.—Viscount Cecil of Chelwood is announced as winner of the $25,000 award made by the Woodrow Wilson Foundation "for meritorious service of a public character tending to the establishment of peace through justice."

Representative John L. Cable of Ohio introduces a bill providing that should a deadlock continue through the Electoral College, the House of Representatives, and the Senate over the election of a President, the Secretary of State automatically shall become Acting President. Failing him, the office will go to the next ranking Cabinet officer, the Secretary of Treasury, and so on down the line.

December 5.—Federal Prohibition forces made 68,161 arrests during the last fiscal year for violations of the Prohibition Law, reports Prohibition Commissioner Haynes. This is an increase of 11,225 over the arrests during the previous year, and 25,938 more than two years ago.

December 6.—Senator Borah, the new Chairman of the Foreign Relations Committee, announces that tho he is in favor of a World Court, he does not favor such a court in connection with the League of Nations.

December 7.—Prospects are that the gross income from agricultural production for the crop year 1924-25 may reach approximately $12,000,000,000, compared with $11,500,000,000 in 1923-24 and $9,550,000,000 in 1921-22, the Agricultural Department reports to President Coolidge. This year's harvest is reported the finest in five years. Tho not the greatest in volume of products, it was the best balanced and represented the best income.

December 8.—A grand jury returns eleven indictments against William F. Griffin, an insurance broker in Jersey City, charging him with bribing ten police officers and a police commissioner of Weehawken to aid in liquor-smuggling. These men have also been indicted.

December 9.—At the direction of Federal Judge John C. Knox the New York *Herald Tribune* is acquitted of the charge of violating the revenue law for publishing the figures of income taxes paid, the Judge holding that under proper construction of the law it is not unlawful for newspapers to publish the figures opened to the public for inspection.

Secretary of the Navy Wilbur recommends that Congress enact legislation to place the Navy on a parity with that of Great Britain, in accordance with the terms of the Washington Disarmament Treaty.

Diplomatic representatives of the United States, Great Britain, France, Japan, Belgium, Italy, and the Netherlands advise the Peking Provisional Government that their Governments will support it, provided it fulfills all treaty conventions and other engagements entered into by its predecessors, according to a dispatch from Washington.

GLIMPSES OF WINTER PLAYGROUNDS

(*Continued from page 65*)

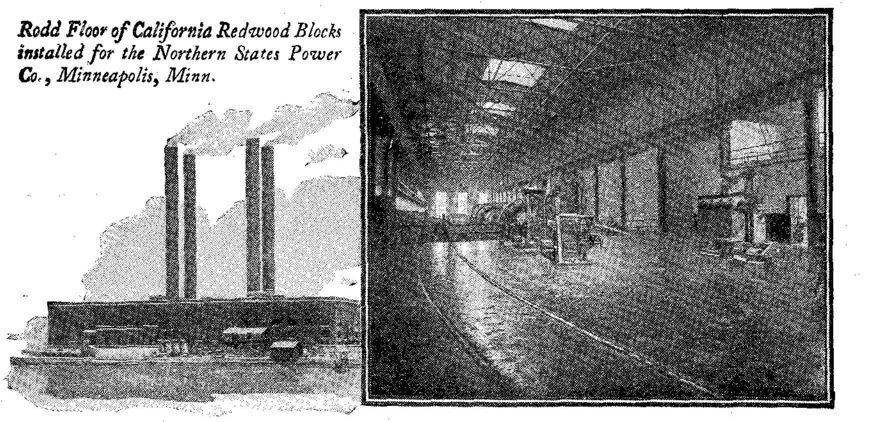
Athens, Naples, Monte Carlo and Cherbourg, with numerous optional side trips.

The Cunard Line steamship *Franconia* will leave New York on January 22nd under charter of Thomas Cook and Son for a ound-the-world cruise, visiting en route: Funchal, Gibraltar, Monaco, Naples, Alexandria, Cairo, Port Said, Bombay, Colombo, Calcutta, Padang, Batavia, Singapore, Manila, Hongkong, Shanghai, Taku, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa, Cristobal, Havana.

The Red Star steamship *Belgenland*, in cooperation with the American Express Company, left New York on December 4th for a round-the-world cruise, including the following itinerary: Cuba, Panama Canal, Los Angeles, San Francisco (leaving December 23rd), Hawaiian Islands, Japan, China, the Philippines, Java, Malay, ndia, Ceylon, Egypt and Palestine, Naples, Monaco and Gibraltar.

Regular round-the-world sailings at ortnightly intervals are maintained by the ound-the-world route of the Robert Dollar Line, including calls at New York, Havana, Colon, Los Angeles, San Francisco, Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, and Boston.

Rodd Floor of California Redwood Blocks installed for the Northern States Power Co., Minneapolis, Minn.



Quiet, Smooth, Durable Floors
that do not Swell, Shrink or Rot

RODD Floors of California Redwood Blocks are made from clear heart Redwood, like that in this log, uncovered under the roots of a six hundred year old spruce tree—as indicated by its annular rings. This centuries-buried Redwood, unharmed by fungus decay or boring worms, was so perfectly sound that it was sent to the mill and sawn into good lumber.

The same *natural* preservative which kept this Redwood sound, keeps Redwood floors from rotting. Laid with the grain vertical, heavy or continuous traffic only irons out the surface and makes it harder. The floor stays flat, tight and free from splinters.

Sanded smooth, it can be given a dull or gloss finish.

Quiet, smooth and dustless, Rodd Floors of California Redwood Blocks are easy to keep clean. Under the most severe conditions of wear and load in factories and foundries, warehouses and shipping platforms, they have given the utmost satisfaction. They are equally suitable for stores and offices—for new installations or for replacing old floors.

Rodd Floor Specifications to meet all conditions of load and service will be sent on request. Estimates for complete floor installation gladly submitted. Inquiries are invited.

Manufactured by
THE PACIFIC LUMBER CO

RODD FLOORS of Redwood The Pacific Lumber Co.

THE RODD COMPANY
900 Century Building, Pittsburgh, Pa.
Eastern Contract Engineers for Redwood Block Floors

Does Your Memory Need Mending?

Haven't you suffered from annoyance and humiliation because you tried your level best to remember something important—but you couldn't? You need not let it happen to you again. For—

You are now in touch with an easy system of memory culture. Take it up and it will bring to the tip end of your tongue the knowledge you store away in the back of your brain. This system—

The BEROL MAIL COURSE IN MEMORY TRAINING *and* MENTAL EFFICIENCY

is taught in educational institutions in New York. It has been studied by thousands of students.

Mr. Berol, the founder of this system, was once one of those unfortunates that couldn't remember. His memory was "like a sieve."

When the disadvantage he was under began to seriously affect his affairs, he set to work to try and mend his mind.

DEVELOPED A GOOD MEMORY!

And he did it! He developed his memory marvellously well. He was soon able to memorize with extraordinary power. As a test of ability he showed that he could—

Instantly give the population of any place in America over 5,000!

Give the dates of birth and death of the great men of history!

Give without hesitation every important incident and date in the world's history!

In fact, he acquired thousands of facts, ready for instant use. They came forward the moment he wanted them. His memory worked quick as a flash!

TAUGHT BY MAIL

Mr. Berol was so delighted with his success that he developed his system into a mail course of training. Since then thousands of men and women all over the country have studied the system by mail. So can you.

RECOVERS LOST FACTS

Dr. Fred J. Sperling, of Wilkes-Barre, Pa., a student, was so delighted with the course that he wrote: "Facts of usefulness buried years ago are now realized! I hope other students will reap the same harvest as I."

PRAISE FROM U. S. OFFICIAL

Dr. V. P. McIntosh, U. S. Public Health Service, Portland, Me.: "I regard your method of memory training as excellent."

IMPROVED HIS MEMORY

Harry W. Lewis, 44 S. 8th St., Columbia, Pa.: "The average man doesn't know how poor his memory really is until he is shown. I wish to thank you for the good your course has done me."

IS YOUR MEMORY FUNCTIONING RIGHT

If your memory doesn't function satisfactorily, send your name and address to the undersigned. By next mail, you will receive full and free information as to how you can join our correspondence class in the study of The Berol Mail Course in Memory Training and Mental Efficiency. "Lest ye forget"—do it now. A postal will do. Address

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THE SPICE OF LIFE

Hot Air.—"How did you get your cold?"
"Got Chile on the radio last night."—*Puppet.*

No Competition.—A Carrick trapper reports that he has captured 41 skunks this fall. Well, he's welcome to them.—*Hanover* (*Ontario*) *Post.*

Safe Place.—"How can I keep my mince pies free from juvenile raids?" asks the mother of a large family. Lock the pantry door and place the key under the soap in the boys' bedroom, is my advice. — *The Passing Show* (*London*).

Latest Make. — "Do you know, I believe your husband is going to get locomotor ataxia."

"I shouldn't wonder —he has a perfect mania for buying cars."—*The Sydney Bulletin.*

Hard Question.—"Are you laughing at me?" demanded the irate Professor of his class.

"No," came the answer in chorus.

"Well," insisted the Professor, "what else is there in the room to laugh at?"—*College of the Pacific Weekly.*

To Be Taken with Meals.—HER VERY NEW LADYSHIP (who is arranging to give a party at a furnished house she has taken)—"And will there be enough silverware, Parker?"

BUTLER (taken on with the furniture)—"Yes! m'Lady, at the beginning of the evening, anyway."—*Punch* (*London*).

ONE CREDITOR WHO WAS NOT DEMANDING PAYMENT

Kinston, Nov. 26.—He was a colored farm tenant. He was in debt to his landlord and certain time merchants. He was a product of the tenant system. He owned his soul but not his soles. He stood on a corner here and heard the Salvation Army sing hymns. Then a tambourine was held out to him. He ignored it. "Just can't," he said, repeatedly. "You owe it to the Lord," he was told. "Yes, I know it, but He ain't pushing me like the rest," he said. —*Raleigh* (*N. C.*) *News and Observer.*

Worse than a Cross-Word.—The following note was left on the desk of a social settlement worker in Cleveland. It is intended to be English. It is a message which was taken down just as it sounded to this foreigner, who did not know how to write English correctly.

"Mrs. Goltmeus galtop ans sezet suns jukom hom pliz galerop sez no mer howlyt agonbi sez galerop."

The meaning of this is: "Mrs. Goltmeus called up, and says that soon as you come (jukom) home please call her up. Says no matter how late it's going to be, says call her up."—*The Christian Evangelist* (*St. Louis*).

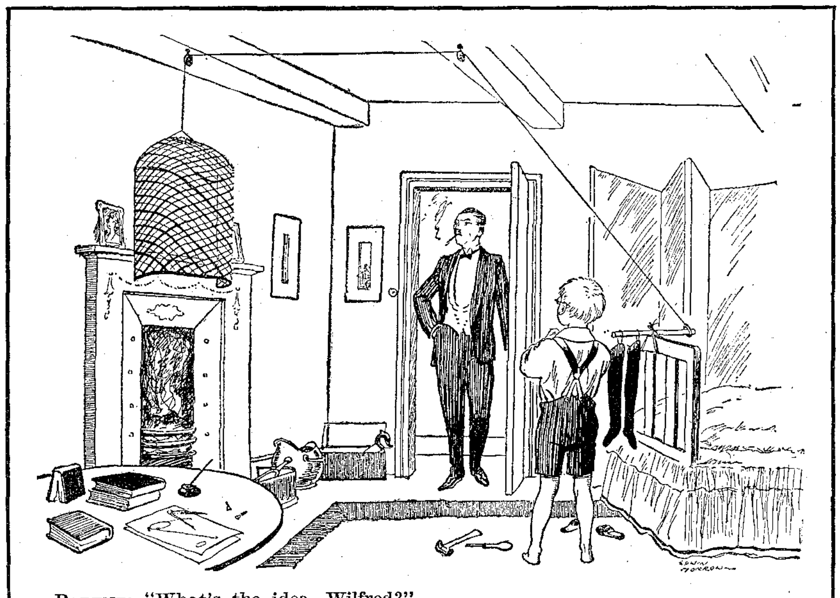
Forestalled.—"Yes, I got the better of my wife last night."

"How was that?"

"Admitted I was wrong before she had a chance to argue."—*The Passing Show.*

Booty Beats Beauty.—"Few of our great statesmen have been what you would call handsome men."

"And that's lucky," observed Senator Sorghum. "A campaign is hard enough as it is, without turning it into a beauty contest."—*Washington Star.*



PARENT: "What's the idea, Wilfred?"
WILFRED: "I hate to appear skeptical, Dad, but I really must establish the authenticity of the Father Christmas business."
—*The Passing Show* (London).

Trouble Both Ways.—An Australian barrister tells of a black fellow charged in a country town with stealing. His solicitor decided to put him in the box to give evidence on his own behalf. The magistrate, being doubtful if he understood the nature of an oath, undertook to examine him on the point.

"Jacky," he said, "you know what will happen to you if you tell a lie?"

"My oath, boss," replied Jacky, "me go down below—burn long time."

"Quite right," replied the magistrate. "And now you know what will happen if you tell the truth?"

"Yes, boss. We lose 'em case."—*Sydney Herald.*

Japanese Schoolboy Howlers.—Q. What do you light a cigaret with?

A. (1) Yes, I like it very much. (2) With hand.

Q. What is the last letter of the English alphabet?

A. Yours truly.

Q. Why do we use mosquito nets?

A. (1) To catch a bird. (2) It is used to protect the mosquito.

Q. What is an alarm clock?

A. (1) Arm clock is tied by the arm. (2) If you put it at 6.50 to berst, it will be berst.

Q. What meter is Tennyson's "Ulysses" written in?

A. (1) In diameter. (2) Thermometer. (3) It is written in meterphor.—*T. P.'s Weekly* (*London*).

And the Guests Wondered.—BOBBY (asked to fetch the cigars)—"Do you mean your own Dad, or the box that you bought specially?"—*The Passing Show* (*London*).

Honest Salesgirl.—"How do you sell those apples, little girl?" asked the tourist of the farmer's child.

"Well," replied the girl, "we puts the big ones on top."—*Everybody's Magazine.*

To Avoid Explosions.—I hear that the very latest type of small boy's waistcoat for Christmas wear is fitted with an ingenious safety-valve which sounds a warning whistle before bursting-point is reached. —*The Passing Show* (*London*).

Mixed Dates.—"Do you love me, darling?"

"Of course I do, Herbert?"

"Herbert! My name's Arthur!"

"Why, so it is! I keep thinking that today is Monday."—*Liverpool Echo.*

Ethyl's Job. — The Sewing Circle was meeting at Mrs. Smythe's and one of the dear ladies saw little Ethyl Smythe sitting in a corner looking hopelessly wobegone.

"What's the matter, dearie?" she asked.

"I'm missing the nicest movie this afternoon because I must stay home and help mother," replied the child.

"You should be glad to help your dear mother," cooed the visitor. "And what can a little girl like you do?"

"Oh, I just watch—and then I count the silver after all the company's all got through and gone home."—*The Country Gentleman.*

Referred to the Jury.—There is a certain youngster who isn't going to be subpenaed as a witness any more by a certain attorney. One case is enough to lose.

The local youth was on the witness stand, when the lawyer started in to examine him.

"Have you an occupation?" asked the attorney.

"Nope."

"Don't you do any work of any kind?"

"Nope."

"What does your father do?"

"Nothin' much."

"Doesn't he do anything to support the family?"

"Odd jobs once in a while."

"As a matter fact, isn't your father a worthless fellow, a deadbeat and a loafer?"

"I don't know," the witness replied. "You better ask him; he's sitting over there on the jury."—*C. E. W., The Christian Evangelist* (*St. Louis*).